MICROFILM

START OF ROLL

CONSTRUCTION CONTRACTS

ROLL NO. 223

CONTRACT NUMBER : 9268
(1980)

1981 Klamath Strait Br. Sec. 9268
of The Dalles-Cal. Hwy.
(Grad., pav. & struc.)

3-23-83

B

cc: OSHD (Coulter)

9268

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Klamath	DIVISION Oregon
DATE OF REPORT 3/23/83	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. BRF-4-1(12)
COMPLETION DATE 11/24/81	ACCEPTANCE DATE BY CONTRACT AGENCY 5/17/82	TIME ELAPSED see below %	CONTRACT TIME see below
APPROVED EXTENSIONS NONE	LOCATION Approximately 5.2 miles south of the City of Klamath Falls, Klamath County, Oregon on US 97 (FAP 4).		

RECEIVED
STATE HWY ENGR
APR 5 '83
REFER TO
Keasly
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*~~The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been~~ submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

KLAMATH STRAIT BRIDGE SECTION
THE DALLES-CALIFORNIA HIGHWAY
Grading, Paving, and Structure

NOTED
W. E. SCHWARTZ
Ok 4/6

This project provided for the replacement of an existing structure and associated approach grading.

The contract provided for two "Contract Times". Under part (a) all asphalt concrete paving was specified to be completed by October 15, 1981, and part (b) required that all work under the contract be completed before the elapse of 260 calendar days.

The paving work was completed on October 21, 1981, and so, five (5) calendar days of liquidated damages, or $1,500 was assessed the contractor under the contract time for part (a). The contractor completed all the project work in 251 calendar days.

The final cost of the original contract items was $343,477.55 or a 3.7 percent overrun of the original contract amount of $331,078. The final cost of the project included all engineering and changes was $378,024.35.

A copy of the final estimate and a statement of project overruns and underruns is attached to the Division Office copy of this report.

A final inspection of the completed work was made on March 16, 1982. All participating work has been completed.

***NOTE:** Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4/1/83	TITLE Field Operations Engineer	DATE 4/4/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

L.

July 12, 1982

Johnson, Harrang & Swanson
Attorneys and Counselors at Law
P. O. Box 11620
Eugene, OR 97440

CON 5
#9268

Attention: John B. Arnold

Gentlemen:

Thank you for your letter of June 11, 1982, advising that the claim of L. D. McFarland Co., Ltd. has been paid on Contract No. 9268.

You state this is in reference to the Douglas S. Coats, Inc. Contract No. 9268 for work on the Klamath Strait Bridge of The Dalles-California Highway in Klamath County. The claim was in the amount of $4,936.24 for material furnished to Hopsing Construction, Inc.

This information will be noted in our records and we will advise the surety and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

NOTED ON CARD
js 7/12/82

[redacted]

JOHNSON, HARRANG & SWANSON
ATTORNEYS AND COUNSELORS AT LAW
400 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
(503) 485-0220

JAMES P. HARRANG
ARTHUR C. JOHNSON
LESLIE M. SWANSON, JR.
JAMES W. KORTH
JOHN C. WATKINSON
JOHN L. FRANKLIN
JOHN B. ARNOLD
DONALD R. LAIRD
BARRY RUBENSTEIN
R. SCOTT PALMER
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TIMOTHY J. SERCOMBE
JOEL S. KAPLAN
A. KEITH MARTIN
CORY STREISINGER
MARTHA C. EVANS

H. V. JOHNSON (1895-1975)
HAROLD V. JOHNSON (1920-1975)

ORVAL ETTER
OF COUNSEL

MAILING ADDRESS
P.O. BOX 11620
EUGENE, OREGON 97440-3820

June 11, 1982

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Re: Oregon State Highway Division Contract #9268

Dear Mr. Gormsen:

This letter is to advise you that the claim of our client, L.D. McFarland Co., Ltd., has been paid on the above-captioned job.

Sincerely,

John B. Arnold

JBA:jp
cc: Mr. Estel Winebarger
    Mr. Robert Hatch

RECEIVED
JUN 14 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9268. 6-2-82 File L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co. No. 9327	Arterial St. Overlay Proj. No. 2 (Portland) Multnomah County	May 12, 1982
Linnco Electric Co. No. 9259	Tualatin Valley Hwy. @ SW 219th Washington County	May 14, 1982
Douglas S. Coats, Inc. No. 9268	Klamath Strait Bridge Klamath County	May 17, 1982
Mocon Corp. No. 8747	NE Glisan St. U'Xing. Multnomah County	May 19, 1982
R. L. Coats No. 9288	Redmond SCL-Whittemore Rd. N. Unit Deschutes County	May 25, 1982
Baker Redi-Mix, Inc. No. 9321	Bensel Rd.-Hermiston Ditch Umatilla County	May 25, 1982
N. Santiam Paving Co. No. 9326	Alexandra Ave.-Hardcastle Ave. Marion County	May 27, 1982
Steeck Electric Co. No. 9279	Crater Lake Hwy. @ Lake of the Woods Hwy., Ave. "G" & Linn Rd. Jackson County	May 28, 1982
Linnco Electric Co. No. 9258	Pac.Hwy.W. @ Royalty Parkway Washington County	May 28, 1982
Hansen Electric Co. No. 9180	Beaverton/Tigard Hwy. @ Walker Rd. Intchge. Washington County	May 28, 1982

June 2, 1982 CT Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9268

c

May 21, 1982

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9268

Gentlemen or Ladies:

On May 18, 1982, we wrote to you concerning release of final payment on Contract No. 9268 awarded to Douglas S. Coats, Inc. for work on the Klamath Strait Bridge Section of The Dalles-California Highway in Klamath County.

Final payment on this contract is $1,242.00 and the total contract amount is $339,650.01. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
Dale Allen

9268 CL-82-65

files L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 19 1982
NORMA PAULUS
SECRETARY OF STATE

April 16, 1982

IN REPLY REFER TO
FILE NO.:
CON 5
9268

RECEIVED
APR 13 1982
NORMA PAULUS
SECRETARY OF STATE

Johnson, Harrang & Swanson
Attorneys and Counselors at Law
P. O. Box 11620
Eugene, OR 97440

Attention: John B. Arnold

Gentlemen:

This will acknowledge a copy of your letter dated April 7, 1982, to the Secretary of State filing a Notice of Claim on behalf of your client, L. D. McFarland Co., Ltd., dba McFarland Cascade. The claim is for material furnished to Hopsing Construction, Inc., in the amount of $4,936.24 plus interest.

The claim states this is in reference to the Douglas S. Coats, Inc., Contract No. 9268 for work on the Klamath Strait Bridge Section of The Dalles-California Highway in Klamath County.

United Pacific Insurance Company furnished the bond on this contract. We will notify the surety and prime contractor of the receipt of this claim.

We note that the letter and claim notice were not signed. In the future, please furnish us with signed copies.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

dmc

RECEIVED
APR 22 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97701

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

NOTED ON CARD
4-28-82 dmc

bc: ✓ Secretary of State - Please advise us of your filing date and number on the enclosed copy of this letter. We note that the attorney filed the attached claim with you direct

JOHNSON, HARRANG & SWANSON
ATTORNEYS AND COUNSELORS AT LAW
400 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
(503) 485-0220

JAMES P. HARRANG
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A. KEITH MARTIN
CORY STREISINGER
MARTHA C. EVANS

H. V. JOHNSON (1895-1975)
HAROLD V. JOHNSON (1920-1975)

ORVAL ETTER
OF COUNSEL

April 7, 1982

Please reply to:
MAILING ADDRESS
P.O. BOX 11620
EUGENE, OREGON 97440

The Honorable Norma Paulus
Secretary of State
136 State Capital Building
Salem, Oregon 97310

Re: Oregon State Highway Division Contract No. 9268

Dear Ms. Paulus:

Enclosed for filing, please find a notice of claim relative to the above contract.

Sincerely,

John B. Arnold

JBA:jp
enc.
cc: Mr. Robert W. Gormsen
Mr. Estel Winebarger

RECEIVED
APR 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JOHNSON, HARRANG & SWANSON
ATTORNEYS AND COUNSELORS AT LAW
400 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
(503) 485-0220

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HAROLD V. JOHNSON (1920-1975)

ORVAL ETTER
OF COUNSEL

April 7, 1982

Please reply to:

MAILING ADDRESS
P.O. BOX 11620
EUGENE, OREGON 97440

NOTICE OF CLAIM

State of Oregon
Department of Transportation
Oregon State Highway Division

Notice is hereby given that the undersigned, L.D. McFarland Co., Ltd., dba McFarland Cascade, has a claim for pressure treated lumber and guardrail furnished to Hopsing Construction, Inc., in the sum of $993.74 plus late charges of 1.5% per month from January 1, 1982, plus the further sum of $3,942.50 plus late charges of 1.5% per month from December 2, 1981. The claim is against the Bond taken from Douglas S. Coats, Inc., as principal, and United Pacific Insurance Co., as surety on Oregon State Highway Division Contract No. 9268.

JOHNSON, HARRANG & SWANSON

By: ______________________________
John B. Arnold
Attorney for L.D. McFarland Co., Ltd.
dba McFarland Cascade

RECEIVED
APR 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9268 CL-82-68

files

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 16 1982
NORMA PAULUS
SECRETARY OF STATE

April 15, 1982

RECEIVED
[illegible] 16 1982
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#9268

Stukel Rock & Paving, Inc.
P. O. Box 235
Klamath Falls, OR 97601

Attention: Denise L. Cheyne, Treasurer

Gentlemen or Ladies:

This will acknowledge your claim letter of April 2, 1982, against Douglas S. Coats Construction for material furnished on Contract No. 9268. You state your claim is in the amount of $52,959.80.

The claim states this is in reference to the Douglas S. Coats, Inc., Contract No. 9268 for work on the Klamath Strait Bridge Section of The Dalles-California Highway in Klamath County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

dmc

RECEIVED
APR 22 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97701

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

4-28-82 dmc

STUKEL ROCK & PAVING, INC.
P. O. BOX 235
KLAMATH FALLS, OREGON 97601

April 2, 1982

Robert W. Gormsen, Commissioner Services
Room 121
Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

We would like to file a claim for payment against Douglas S. Coats Construction. The claim is on the job Klamath Strait Bridge, Sec Dalles-California Highway in Klamath County, Fed Rd Div #10, project # BRF4-1 (12).

Delivered to the job: 8/20 & 21 - 835.01 tons PMBB @ $30.00
8/14, 8/21 - 197.74 tons 3/4-0 @ $11.50
10/16,21,22,29, & 30 - 786.93 tons 3/4-0 @ $11.50
10/13 - 135.14 tons PMBB @ $30.00
10/14,15,19,20, & 23 - 1,298.22 tons B-mix @ $42.00
10/16 - 379 sq. yds. membrane @ $ 12.00
43.42 tons cement in treated base @ $200.00

Payments received during period:

12/10/82 - $39,760.83
2/26/82 - $20,000.00

The amount due at this time is $52,177.14, and starting the month of April we charged a service charge of $782.66 making the amount due $52,959.80. If you have any questions please contact me at Stukel Rock & Paving, Inc., P.O. Box 235, Klamath Falls, OR 97601, (503) 882-5593.

Thank you,

Denise L. Cheyne

Denise L. Cheyne, Treasurer
STUKEL ROCK & PAVING, INC.

DLC/dc

9268

L.

April 6, 1982

Johnson, Harrang & Swanson
Attorneys and Counselors at Law
P. O. Box 11620
Eugene, OR 97440

CON 5
#9268

Attention: John B. Arnold

Gentlemen:

In response to your letter of March 31, we are providing the following information concerning Contract No. 9268:

General Contractor: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97701

Surety: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Bond Number: Not given

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

JOHNSON, HARRANG & SWANSON
ATTORNEYS AND COUNSELORS AT LAW
400 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
(503) 485-0220

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HAROLD V. JOHNSON (1920-1975)

ORVAL ETTER
OF COUNSEL

March 31, 1982

Please reply to:

MAILING ADDRESS
P.O. BOX 11620
EUGENE, OREGON 97440

Mr. Robert W. Gormson
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Re: O.S.H.D. Contract No. 9268

Dear Mr. Gormson:

Our firm represents L.D. McFarland Co., Ltd., dba McFarland Cascade. Our client supplied materials to a subcontractor, Hopsing Construction, on the above State job. As of this date, our client has not been paid for those materials and wishes to make a claim against the bond. Accordingly, would you please provide me with the following information:

(1) Name and address of the General Contractor; and

(2) The name and address of the Surety and the number of the bond.

Thank you for your assistance in this matter.

Sincerely,

John B. Arnold

JBA:jp
cc: Estel Winebarger

RECEIVED
APR 2 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9268 L.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Klamath Strait Bridge

WEEK ENDING: XXXXXXX December 11,1981

SECTION PREFIX: 18-1004

HIGHWAY: The Dalles - California

COUNTY: Klamath

NAME OF JOB: Klamath Strait Bridge

KIND OF WORK: Grading, Paving, and Structure

CONTRACTOR: Douglas S. Coats, Inc.

CONTRACT NUMBER: 9268

FEDERAL AID PROJECT NUMBER: BRF-4-1(12)

DATE OF CONTRACT: March 3, 1981

DATE WORK STARTED: April 7, 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 260

CALENDAR DAYS USED 252

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 96.5%

PROJECT AUTHORIZATION: $ 388,542.28

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

EXCLUSIVE OF ENGINEERING: $ 357,732.78

ENGINEERING AUTHORIZATION $ 30,800.52

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 351,585.03

ENGINEERING COST TO DATE $ 31,500.00

DATE PROJECT WAS COMPLETED: November 24, 1981

XXXX ESTIMATED PERCENT: XXXXX UNDERRUN 1.7 %

PERCENT OF AUTHORIZATION 102 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					2,345
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,720				2,268
TOTAL QUANTITIES CORRECTED TO DATE	4,257				2,268
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,257				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1794A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6	
MONDAY 7	NO ACTIVITY
TUESDAY 8	" "
WEDNESDAY 9	" "
THURSDAY 10	" "
FRIDAY 11	" "
SATURDAY 5	

REMARKS

Project semifinal was submitted on December 10, 1981.
Third notification held for certifications of materials.not received.

SIGNED for Wayne F. Cobine P.E., Project Manager
LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

9268

TRA 4-1

L.

STATE OF OREGON

INTEROFFICE MEMO
CON 5
9268

DATE: September 29, 1981

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CONSTRUCTION
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O: Memo to the Files

FROM: Wayne Cobine
Resident Engineer

SUBJECT: Accident
Klamath Straits Bridge
The Dalles - California Hwy.

On Sunday, September 27 at an unknown time, a northbound vehicle took out about 50 feet of Temporary Continuous Rail Traffic Barrier and 5 other guardrail posts before plunging into the canal, northeast of the Klamath Straits Bridge.

The accident was reported to the State Police on Sunday about 6:00 pm and to the writer at 9:00 pm. Upon arrival at project, I found the vehicle had been removed from the canal and the remaining cones, safety markers, and temporary rail were being used to direct traffic.

Driving both northbound and southbound, I found that all the advance warning signs and minimum safety features, sheet 2B from project plans, were present and functioning satisfactory. The 50 foot of damaged railing was in addition to the minimums specified in the plans.

When the vehicle was removed no body was found, and do the darkness the State Police would not resume there search until Monday morning. On Monday morning from 8:30 am to 12:00 am, 4 divers searched through the muddy waters for bodies that might have been thrown out - but to no avail.

Later developments on Monday pm, the State Police learned a person meeting the description of the vehicle owner checked into a local motel around noon on Sunday. So far they have not been located.

Findings however do indicate the accident happened prior to noon on Sunday without any witnesses.

Attachments to this report are sketch map, photo's, police report and sheet 2B of project plans.

WFC/jdm
enc.
cc: Dale Allen
C.T. Keasey

11-4-81
Copies to H. S. Coulter
[illegible]

cej
11/6

RECEIVED
STATE HWY ENGR
NOV 4 '81
REFER TO
Schroeder
FOR

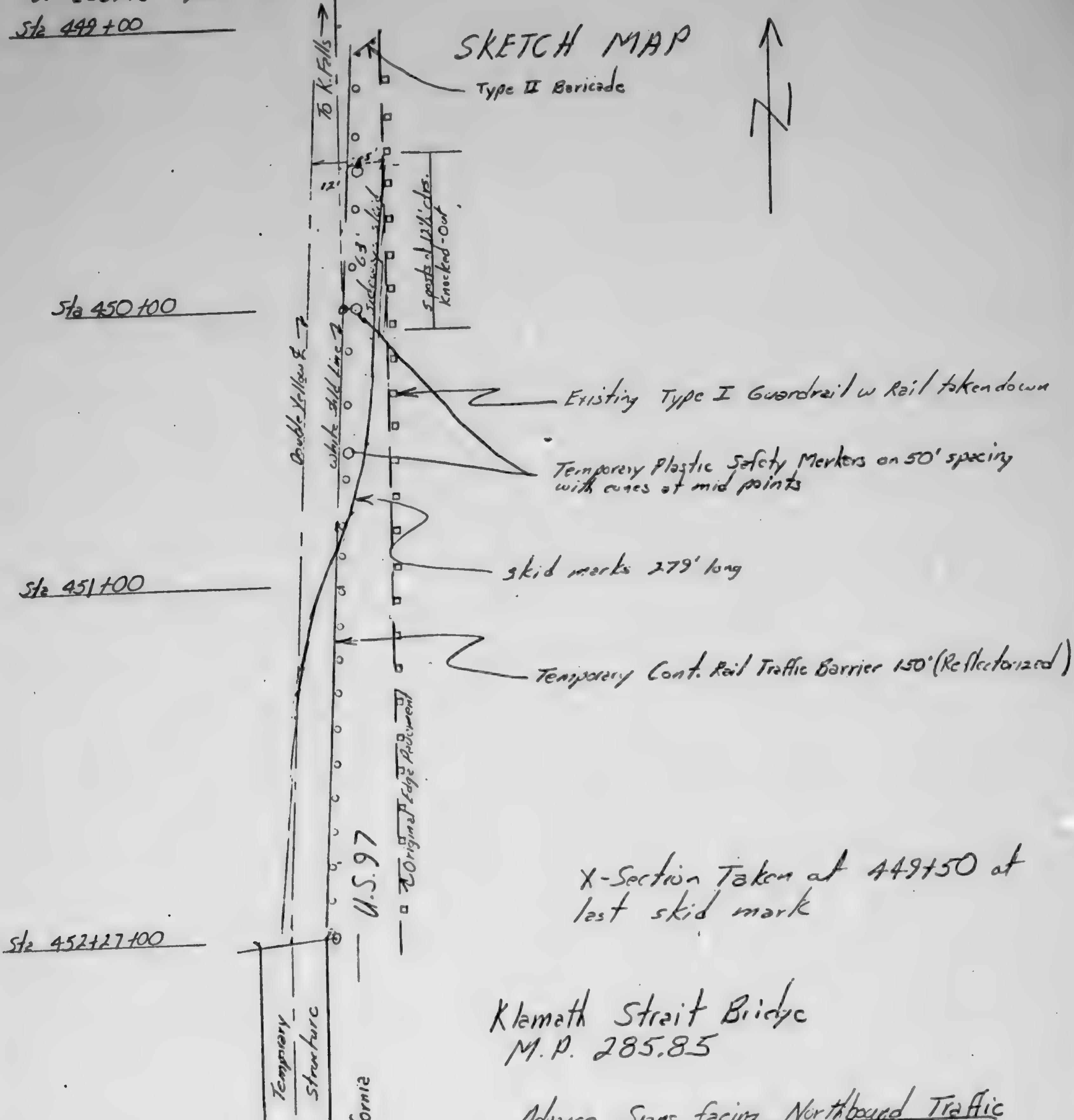
Info	Inves	R/O	D/R	Sign	Act	File
✓						

Contains
Recycled
Materials

9268

Accident 9/27/81 Unknown Time Reported about 6:00pm

W Cobine 9/28 81


SKETCH MAP
N
Sta 449+00
Sta 450+00
Sta 451+00
Sta 452+27+00
To K. Falls
Type II Baricade
12'
12'
63' sideways skid
5 posts at 12½' ctrs. Knocked-Out
Double Yellow ℄
white Solid Line ℄
Existing Type I Guardrail w Rail taken down
Temporery Plastic Safety Markers on 50' spacing with cones at mid points
skid marks 279' long
Temporery Cont. Rail Traffic Barrier 150' (Reflectorized)
U.S. 97
Original Edge Pavement
Temporary Structure
To California

X-Section Taken at 449+50 at last skid mark

Klemath Strait Bridge
M.P. 285.85

Advance Signs facing Northbound Traffic
Road Construction Ahead w/amber flasher
Construction Speed 45
Detour Ahead w/amber flasher
Curve Signs ↰ & Road Narrows

① Sta. 447+50 To Sta. 448+20, Lt.
Remove Guard Rail - 62.5'
Const. Guard Rail - 75' (Type 2A)
(1A) Const. Anchor (Type 1)
(1B) Inst. End Piece (Type B)
Drg. Nos. 2126, 2126A, 2126B & 2126D

② Const. Paved Road Approach - 5 (Total)

③ Sta. 448+53 To Sta. 452+19, Lt.
Remove Guard Rail - 300' (Total)
Const. Guard Rail - 350' (Type 2A)
25' (Type 3)
(3A) Const. Anchor (Type 1)
(3B) Inst. End Piece (Type B)
(3C) Inst. Terminal Connector

④ Sta. 449+14 To Sta. 452+39, Rt.
Remove Guard Rail - 287.5' (Total)
Const. Guard Rail - 300' (Type 2A)
- 25' (Type 3)
(4A) Const. Anchor (Type 1)
(4B) Inst. End Piece (Type C)
(4C) Inst. Terminal Connector

⑤ Remove Extg. Structure

⑥ Bridge No. 1794 A
Const. Structure - 70'
Roadway Width - 47'-2"
With Reinforced Panels At Bridge Ends
(For Drg. Nos, See Sheet 1)

⑦ Sta. 452+89 To Sta. 454+32, Lt.
Remove Guard Rail - 87.5' (Total)
Const. Guard Rail - 125' (Type 2A)
- 25' (Type 3)
(7A) Const. Anchor (Type 1)
(7B) Inst. End Piece (Type B)
(7C) Inst. Terminal Connector

⑧ Sta. 453+09 To Sta. 453+94, Rt.
Remove Guard Rail - 37.5'
Const. Guard Rail - 62.5 (Type 2A)
- 25' (Type 3)
(8A) Const. Anchor (Type 1)
(8B) Inst. End Piece (Type B)
(8C) Inst. Terminal Connector

⑨ Sta. 454+30 To Sta. 454+93, Rt.
Remove Guard Rail - 25'
Const. Guard Rail - 62.5' (Type 2A)
With 3 Steel Posts
(9A) Inst. End Piece - 2 (Type B) (Total)
(For Details, See Sheet 2A)

⑩ Sta. 454+47 To Sta. 454+98, Lt.
Const. Guard Rail - 62.5' (Type 2A)
(10A) Inst. End Piece - 2 (Type "B") (Total)

⑪ Sta. 454+74
3-48" Culv. Pipes - 54' (In Place)
Raise Conc. Headwall & Wingwalls
P.C. Conc. - 3 C.Y.
Reinforcement - 725 Lbs.
(For Details, See Sheet 2A)

⑫ Sta. 455+12 To Sta. 457+20, Lt.
Remove Guard Rail - 175'
Const. Guard Rail - 212.5' (Type 2A)
(12A) Const. Anchor (Type 1)
(12B) Inst. End Piece (Type B)

⑬ Sta. 455+17 To Sta. 456+39, Rt.
Remove Guard Rail - 112.5'
Const. Guard Rail - 125' (Type 2A)
(13A) Const. Anchor (Type 1)
(13B) Inst. End Piece (Type B)

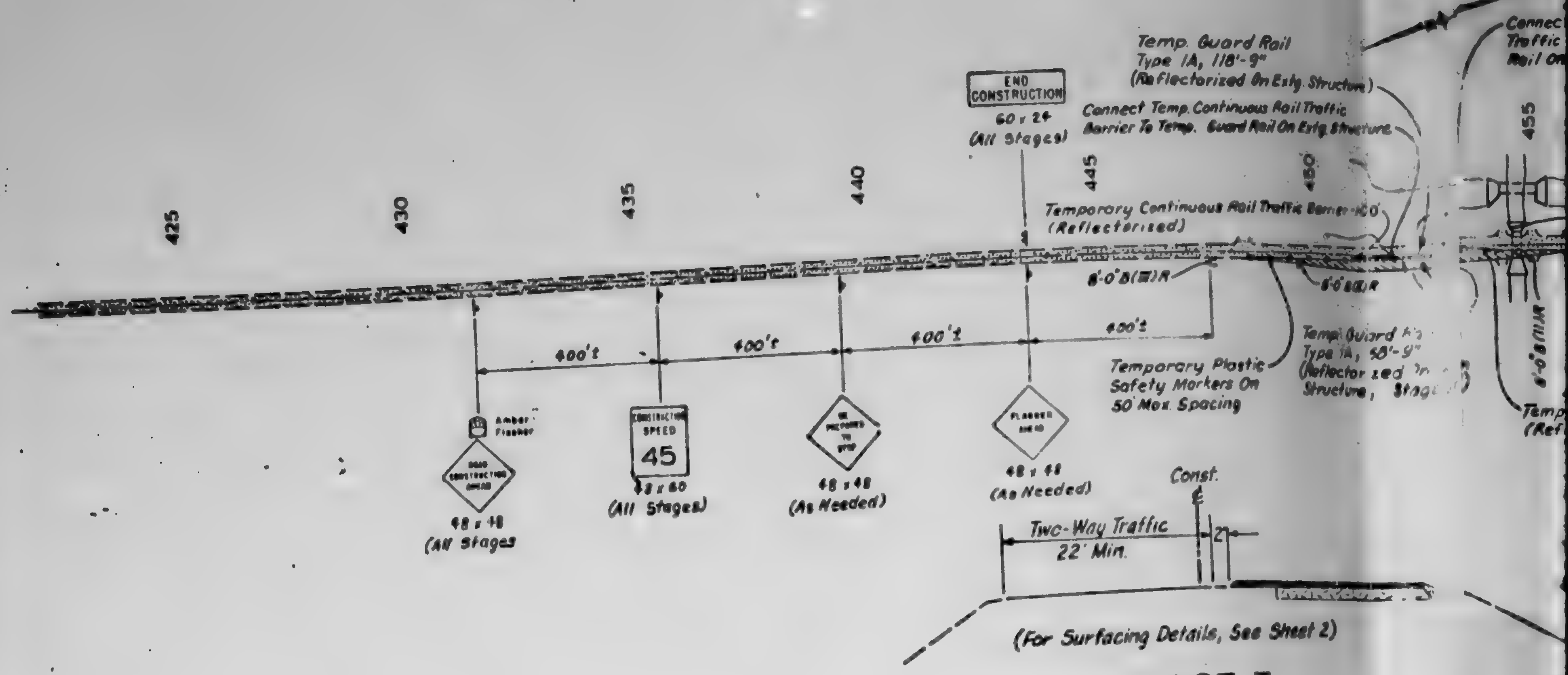
⑭ Const. Loose Riprap - 180 C.Y. (Class [illegible])
(For Details, See Sheet 2A)

15V-176

KLAMATH STRAIT BRIDGE SEC.
THE DALLES-CALIFORNIA HIGHWAY
KLAMATH COUNTY

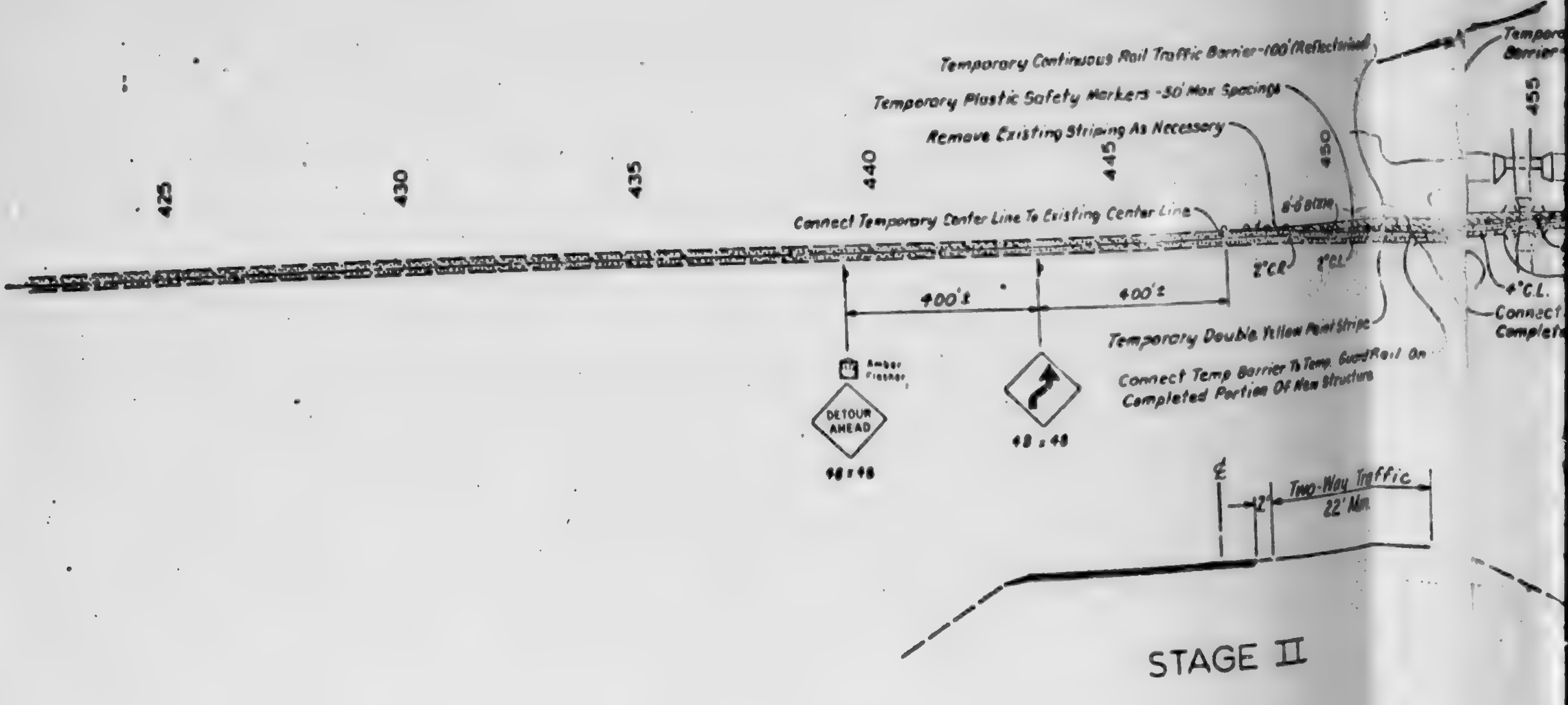
SHEET No. 3A

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	PRINTING INSTRUCTIONS TO FACE SHEET 3
10	OREGON	BRF-4-1(12)		


425
430
435
440
445
450
455
END CONSTRUCTION
60 x 24
(All Stages)
Temp. Guard Rail
Type IA, 118'-9"
(Reflectorized On Extg. Structure)
Connect Temp. Continuous Rail Traffic Barrier To Temp. Guard Rail On Extg. Structure
Temporary Continuous Rail Traffic Barrier-100'
(Reflectorized)
6'-0" B(III)R
6'-0" B(III)R
400'±
400'±
400'±
400'±
Temporary Plastic Safety Markers On 50' Max. Spacing
Temp. Guard Rail
Type IA, 58'-9"
(Reflectorized On Structure, Stage
Amber Flasher
ROAD CONSTRUCTION AHEAD
48 x 48
(All Stages
CONSTRUCTION SPEED
45
48 x 60
(All Stages)
BE PREPARED TO STOP
48 x 48
(As Needed)
FLAGGER AHEAD
48 x 48
(As Needed)
Const.
℄
Two-Way Traffic
22' Min.
2'
Connec
Traffic
Rail On
6'-0" B(III)R
Temp
(Refl

(For Surfacing Details, See Sheet 2)

STAGE I


425
430
435
440
445
450
455
Temporary Continuous Rail Traffic Barrier-100' (Reflectorized)
Temporary Plastic Safety Markers -50' Max Spacings
Remove Existing Striping As Necessary
Connect Temporary Center Line To Existing Center Line
6'-0" B(III)R
2" C.R.
2" C.L.
400'±
400'±
Temporary Double Yellow Paint Stripe
Connect Temp Barrier To Temp. Guard Rail On Completed Portion Of New Structure
Amber Flasher
DETOUR AHEAD
48 x 48
48 x 48
℄
12'
Two-Way Traffic
22' Min.
Tempora
Barrier
4" C.L.
Connect
Complete

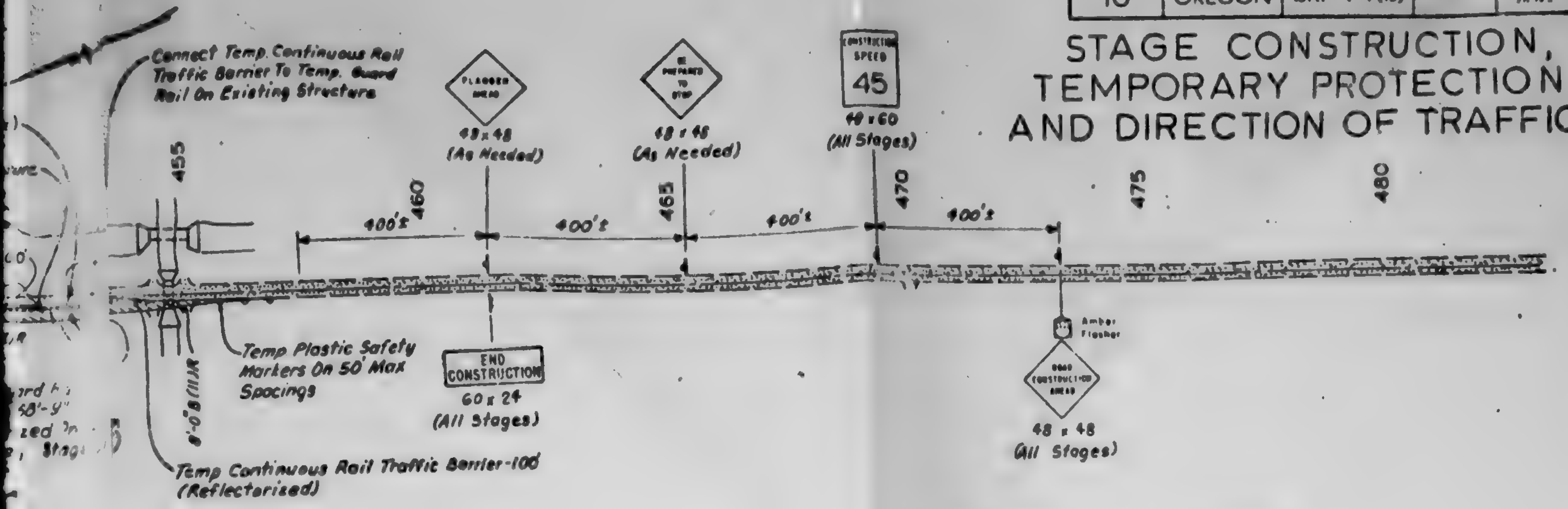
STAGE II

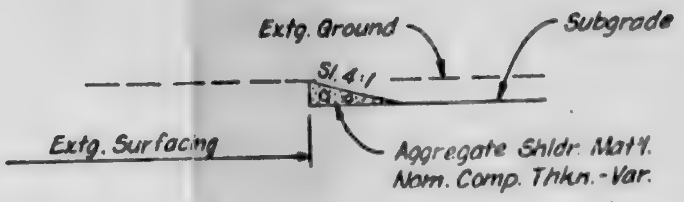
15V-176

Accompanied By Drg. Nos. S-1, S-6, S-12, 2126, 2126A & 2126C

KLAMATH STRAIT BRIDGE SEC. THE DALLES - CALIFORNIA HIGHWAY KLAMATH COUNTY				SHEET No. 2B
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	BRF-4-1(12)		See Index

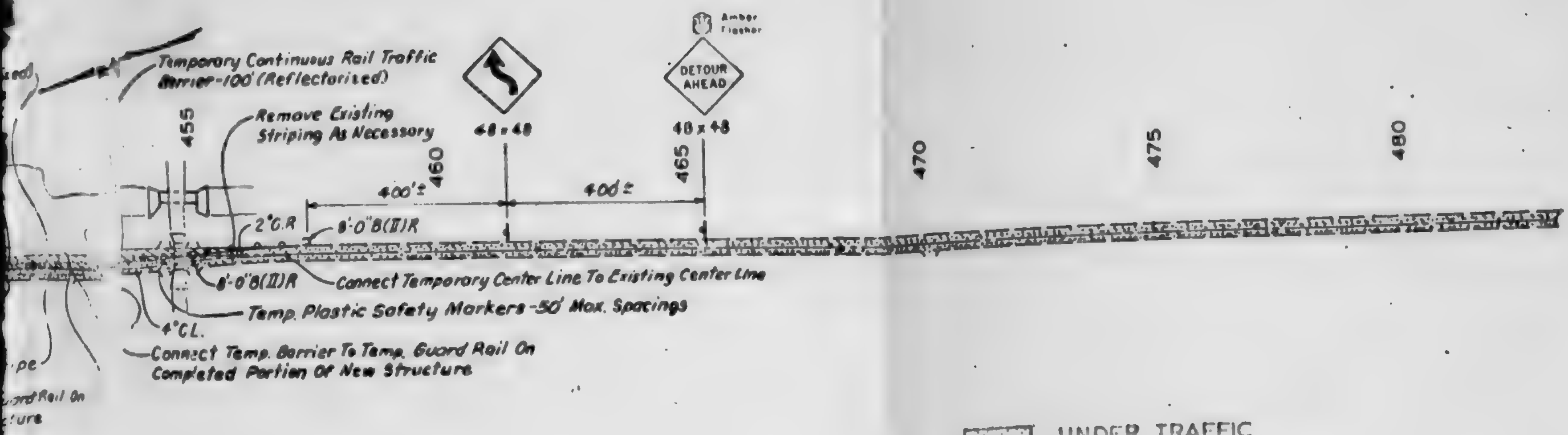
STAGE CONSTRUCTION, TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC


Connect Temp. Continuous Rail Traffic Barrier To Temp. Guard Rail On Existing Structure
FLAGGER AHEAD
48 x 48 (As Needed)
BE PREPARED TO STOP
48 x 48 (As Needed)
CONSTRUCTION SPEED 45
48 x 60 (All Stages)
455
460
465
470
475
480
400'±
400'±
400'±
400'±
Temp. Plastic Safety Markers On 50' Max. Spacings
END CONSTRUCTION
60 x 24 (All Stages)
8'-0"B(II)R
Temp. Continuous Rail Traffic Barrier-100' (Reflectorized)
Amber Flasher
ROAD CONSTRUCTION AHEAD
48 x 48 (All Stages)


Extg. Ground
Subgrade
Sl. 4:1
Extg. Surfacing
Aggregate Shldr. Mat'l. Nom. Comp. Thkn. - Var.

ABRUPT PAVEMENT EDGE DETAIL

(Locate Adjacent To Traffic, See Specifications)


Temporary Continuous Rail Traffic Barrier-100' (Reflectorized)
Remove Existing Striping As Necessary
48 x 48
Amber Flasher
DETOUR AHEAD
48 x 48
455
460
465
470
475
480
400'±
400'±
2" C.R.
8'-0"B(II)R
8'-0"B(II)R
Connect Temporary Center Line To Existing Center Line
Temp. Plastic Safety Markers - 50' Max. Spacings
4" C.L.
Connect Temp. Barrier To Temp. Guard Rail On Completed Portion Of New Structure

▒ UNDER TRAFFIC
▨ UNDER CONSTRUCTION

TRAFFIC ACCIDENT REPORT – POLICE
STATE OF OREGON ☐FATAL ☐INJURY ☒PROP. DAMAGE Dept. State Police City ______ County Klamath Page 1 of 4 Pages

Case No. -

Classification:

2. Date Occurred 09/26-27/81
3. Time Occurred See Narrative ☐AM ☐PM
4. Reported Date 09-27-81
5. Reported Time 6:58 ☐AM ☒PM

1. ACCIDENT INVOLVED:
☐ One Other MV
☐ Three or More MV's
☐ Pedestrian
☐ Motorcycle/Moped
☐ Bicycle/Tricycle
☐ Fixed Object
☐ Non-Collision
☐ Animal
☐ Other
☒ City, County, State Property Damaged
Describe Guardrail damage

COMPUTER ENTRY:
Persons ☐ Booking ☐
Vehicle ☐ LEDS ☐
Crime ☐ NCIC ☐
Property ☐

ACCOMPANYING REPORTS:
Veh. ☐ Prop. ☐ Spec. ☐ Custody ☐ Person ☐ Continuation ☐

Distribution: file

Do Not Write In This Space

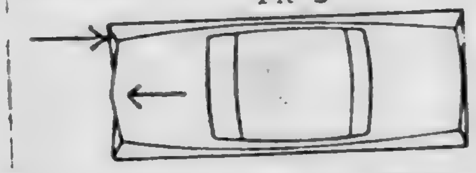
6. Location of Occurrence (Route No. or Name) Highway 97 (US)
7. At Intersection of (Route No. or Name)
8. If not at Intersection 2.9 ☐ Feet ☒ Miles N ☐ S ☒ E ☐ W ☐ Lower Klamath Lake Highway (Intersecting highway or street, landmark or house no.)
9. Mile Post 285.80
10. 9 Miles N ☐ S ☒ E ☐ W ☐ of Klamath Falls, OR Nearest City

INJURY CODE: (Mark the first one that applies)
K – DEAD BEFORE REPORT MADE
A – INCAPACITATED - Unconscious. Could not walk, Broken or distorted limbs, severe lacerations, etc.
B – NONINCAPACITATED – Lump, Abrasions, Cuts
C – POSSIBLE - Momentary Unconsciousness, pain, nausea, limping
D – NO APPARENT INJURY

SEAT BELT CODE: None Installed - O; Lap Installed - L; Shoulder Installed - S; Airbag Installed - A; In Use - LL, SS, AA

UNIT No. 1 - MOTOR VEHICLE

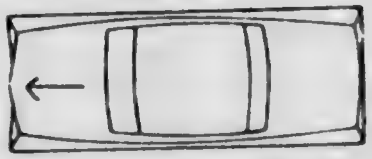
DR 11. FULL NAME (Last) BAVISTA, (First) JOEL (Middle)
Computer # 12. Address MacDoel, CA
13. Sex M 14. Race M 15. D.O.B. Unk. 16. Seat Belt L 17. X EJ. - 18. Inj. Unk
19. Operator License No. Unknown 20. Issuing State 21. Type (Specify)
22. Residence Phone Unknown 23. Business Phone
Seat 24. Occupant's Name Unknown
Computer # 25. Address and Phone
26. 27. 28. 29. 30. 31.
32. 33. 34. 35. 36. 37. 38. 39.
40. 41. 42. 43. 44. 45. 46. 47.
48. Owner's Name and Address
49. Odometer Reading
59. Damage Scale FR-3



60. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.
50. License No. 654 NMF 51. License State CA 52. License Year 1979 53. Veh. removed by/to Economy Towing/their lot
54. Vehicle year 1970 55. Make Dodge 56. Model Coronet 57. Body Style SW 58. Color White
Is Vehicle Drivable? ☐ Yes ☒ No
63. 64. 65. 66. 67. 68.

UNIT No. 2 - MOTOR VEH., PED., OTHER

DR 61. FULL NAME (Last) (First) (Middle)
Computer # 62. Address
72. Residence Phone 73. Business Phone
69. Operator License No. 70. Issuing State 71. Type (Specify)
Sex Race D.O.B. Seat Belt X EJ. Inj.
Seat 74. Occupant's Name
Computer # 75. Address and Phone
76. 77. 78. 79. 80. 81.
82. 83. 84. 85. 86. 87. 88. 89.
90. 91. 92. 93. 94. 95. 96. 97.
98. Owner's Name and Address
99. Odometer Reading
109. Damage Scale



110. Damage Sustained. Sketch damage to Motorcycles, Trailers, etc.
100. License No. 101. License State 102. License year 103. Veh. removed by/to
104. Vehicle year 105. Make 106. Model 107. Body Style 108. Color
Is Vehicle Drivable? ☐ Yes ☐ No

111. Actions Taken (Citations, etc.) No Citation Issued
112. Primary Cause
113. Secondary Cause
Reporting Officer(s) PJ 1137-56 R. M. Anderson, Trooper RMAnderson
Prec./Div. Relief/Shift Assn./Dist. R/C Times ARR: CLR: Approved by: 10-8-81

114. Weather(x) One	115. Road Cond.(x) One	116. Light Cond(x) One	117.	Unit 1	Unit 2	118. Traffic Control Devices	FIRST AID GIVEN BY:
☐ CLEAR ☐ RAINING ☐ SNOWING ☐ FOG ☐ CLOUDY ☐ OTHER Unknown	☐ DRY ☐ WET ☐ SNOWY ☐ ICY ☐ OTHER Unknown	☐ DAYLIGHT ☐ DAWN or DUSK ☐ DRKNS/Lighted ☐ DRKNS/Unlighted ☐ OTHER Unknown	Skidmarks to impact (ft.) Distance Travel'd after impact (ft) Stated spd. before impact (MPH) Designated speed for area (MPH)	250' 190' Unk 55		☒ YES ☐ NO Describe: Warning signs indicating detour ahead	Unknown INJURED TAKEN TO: BY:

WITNESSES:

NAME RES. ADDRESS & PH.

NAME RES. ADDRESS & PH.

DRAW SKETCH:
INDICATE NORTH
(By Arrow)
○

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

Refer to Page 4 for diagram.

Highway 97 at the scene is a north-south, two lane hard surfaced level roadway. At the scene a new bridge which crosses an irrigation canal is being constructed. A detour in the usual path of the highway is made with a left hand "S" type curve being required for northbound traffic. At this point temporary guardrails have been placed prior to the bridge site both to the north and to the south, and bordering each edge of the highway. The construction zone is marked by warning signs placed approximately 3/10 mile prior to the bridge. Vehicles traveling north are warned by four orange warning signs indicating "Road Construction Ahead", "Construction Speed 45 MPH", "Detour", and a directional warning sign indicating a curve ahead in the roadway. An irrigation reservoir is located on the east side of Highway 97, lying north of the bridge site. The highway is of asphalt construction both to the north and south of the bridge. The bridge deck is of cement construction; travel lanes are divided by a double yellow line.

Unit #1 was northbound on Highway 97 within the construction zone. The vehicle crossed the centerline upon leaving the bridge deck, skidding across the northbound travel lane, striking a temporary guardrail located on the east shoulder of the highway. The vehicle continued through the guardrail, skidding approximately sideways. The vehicle then traveled off of the roadway on the east side of Highway 97, striking five guardrail posts. The vehicle spun to its left, continuing off of the roadway into an irrigation reservoir, becoming totally submerged under water, located approximately 15 feet from the edge of the water.

Upon writer's arrival at the accident scene, there was no evidence that any person was ejected from the vehicle. No evidence that any person was ejected from the vehicle. No evidence could be found that any person had crawled from the water near the accident location. No witnesses to the accident could be located.

The vehicle was removed from the water, however no occupants were found inside of the vehicle. No evidence of injury could be located.

A check with the area hospital for any recent injured was negative.

SUPPLEMENTAL, IF REQUESTED:

NARRATIVE: (cont)

California Department of Motor Vehicles indicated registered owner of the vehicle is JOSE L. CAMACHO, 153½ Douglas Street, Los Angeles, California. They received a transfer of title showing a new buyer of SEGURA PABLO, 8104th Road, Madera, California.

Writer obtained papers from the inside of the vehicle indicating that the driver or occupant may have been employed by ART CHERRY FARMS, P.O. Box 87, MacDoel, California. Name obtained from the paper is JOEL BAVISTA.

Writer contacted MR. JOSE CEVANTIES, foreman of Art Cherry Farms. Mr. Cevanties advised that Bavista works part time for Cherry Farms. He advised that he drives a white Dodge stationwagon. The vehicle described by him matched the vehicle located at the accident scene. Mr. Cevanties advised that Bavista often loans the vehicle to several other subjects.

Cevanties further advised that Bavista may have possibly been residing at Shasta Valley Inn, Grenada, California. A check with the motel was negative.

On 09-28-81, writer contacted Cherry Farms. Personnel there advised that Joel Bavista did not report for work as scheduled.

On 09-28-81, the Klamath County Search and Rescue Team checked the irrigation reservoir using scuba divers. Their efforts were negative.

On 09-28-81, writer contacted MR. EVANS, night clerk for Molatores Motel, Main Street, Klamath Falls, OR. Mr. Evans advised that on 09-27-81 at approximately 1-2 AM two Mexican male adults checked into the motel. He advised that both subjects were very wet, and that they advised they had been involved in an automobile accident in which their vehicle went into a canal. He advised that both subjects spoke broken English. He further advised that both appeared to be unhurt. Motel records indicate the subjects registered under the name of Joel Bavista, MacDoel, California. The name of the second subject is unknown.

During the course of this investigation writer received two anonymous phone calls reporting that Bavista was alive and in good health. It is believed that these phone calls were the result of newspaper articles covering the accident.

Bavista has failed to contact the Klamath Falls Patrol Office regarding this accident. He has not been located by writer for a statement.

Name of the passenger has not been determined.

NARRATIVE:
(cont)

The time of the accident is unknown. Investigation revealed that the accident may have occurred as much as 20 hours prior to writer's arrival at the accident scene. Roadway and weather conditions at the time of the accident are unknown.

Area photographed by writer.

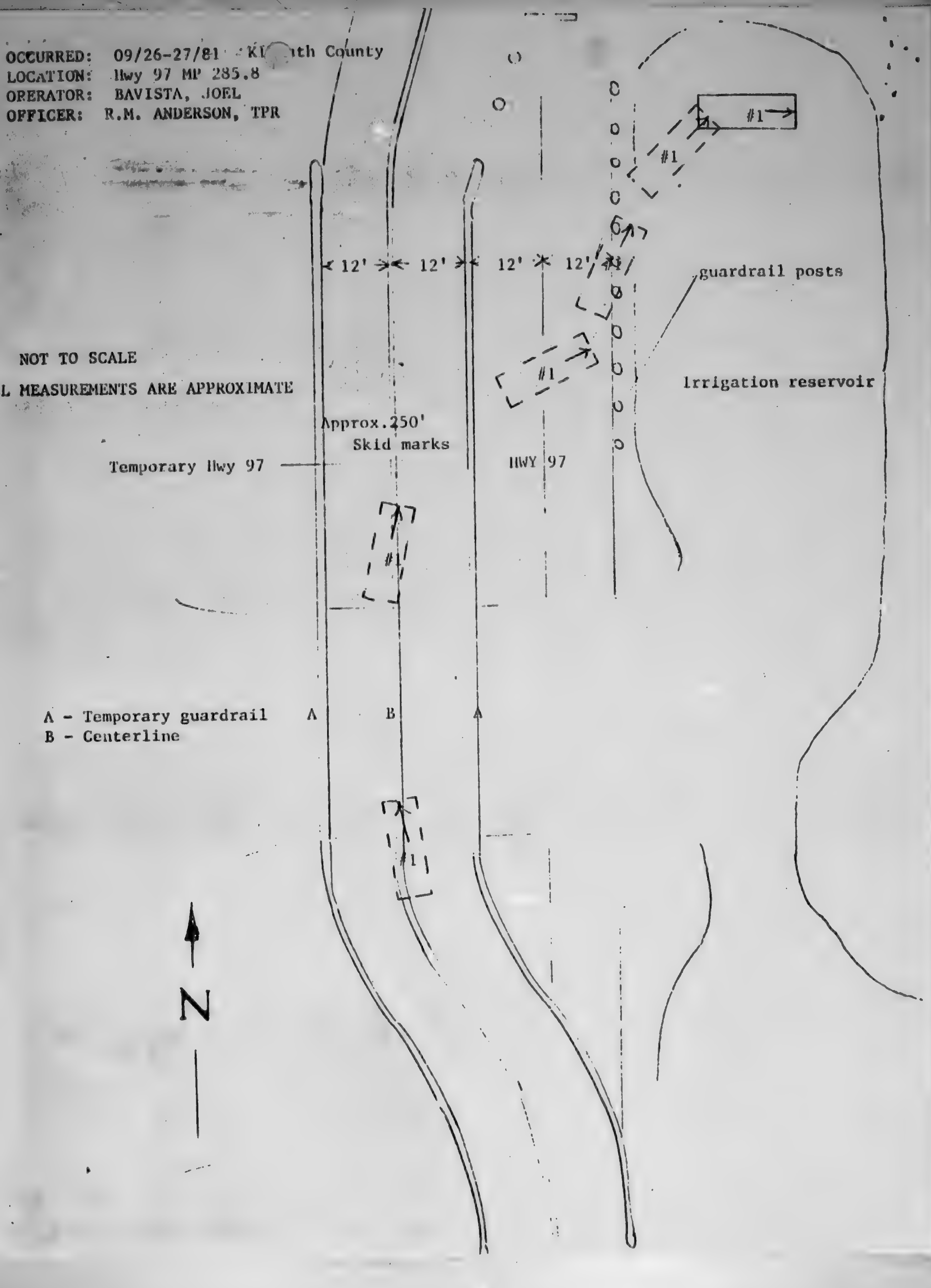
Sgt. Dodson advised of accident, and assisted at scene.

Oregon State Highway Department District Engineer John Gunter advised, and assisted at scene.

Klamath County Search and Rescue, and Klamath County Fire District #1 assisted at scene.

Liability insurance information is unknown.

OCCURRED: 09/26-27/81 - Kl[illegible]th County
LOCATION: Hwy 97 MP 285.8
ORERATOR: BAVISTA, JOEL
OFFICER: R.M. ANDERSON, TPR


12'
12'
12'
12'
#1
#1
#1
#1
#1
guardrail posts
Irrigation reservoir
Approx.250'
Skid marks
Temporary Hwy 97
HWY 97
A
B
A
N

NOT TO SCALE

LL MEASUREMENTS ARE APPROXIMATE

A - Temporary guardrail
B - Centerline

6-15-81

#9268

STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Klamath	DIVISION Oregon
DATE OF INSPECTION 6-15-81	INSPECTION MADE BY David B. Carter, Area Engineer		PROJECT NO. BRF-4-1(12)

IN COMPANY WITH
W. Cobine, OSHD Resident Engineer

LOCATION
Approximately 5.2 miles south of the City of Klamath Falls, Klamath County, Oregon, on U.S. 97 (FAP-4).

CONTRACTOR NAME AND ADDRESS
Douglas S. Coats, Inc.
P.O. Box 311, Bend, Oregon 97701

AWARD DATE 3-3-81	CONTRACT AMOUNT $331,078.	TIME ALLOWED See below	TIME STARTED 3-16-81	WORK STARTED 4-7-81
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 29	WORK COMPLETED 44	

REMARKS

KLAMATH STRAITS BRIDGE SECTION
THE DALLES-CALIFORNIA HIGHWAY
Grading, Paving and Structure

The project provides for the replacement of an existing structure and associated approach grading.

Stage I through the placement of the surcharge is complete. There is no activity on the project at this time as the contractor is in the 90-day wait period before the surcharge can be removed.

There are two contract times on this project, as follows:

a) All asphalt concrete paving shall be completed not later than October 15, 1981.

b) All work to be done under the contract shall be completed before the elapse of 260 calendar days.

Construction signs and temporary guardrail are in place.

RECEIVED
STATE HWY ENGR
JUL 15 '81
REFER TO
Reavey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form FHWA-1446 (12-73) Formerly PR-33 A   Previous Editions of PR-33A will Not Be Used.

9268

STATE COPY

TO BE COMPLETED BY FHWA 3-103	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 3/17/81	STATE OREGON COUNTY KLAMATH PROJECT NO. BRF-4-1(12)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97, 3.6 mi. S.W. of Midland

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-4-81	0.013

OTHER *(Specify)*

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT $ 386,045.00	FEDERAL FUNDS $ 308,836.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
XXBy For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: E.J. Valach (Acting)
Date executed by Division Administrator [illegible] 17 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, March 11, 1981

Federal Aid Project
No. BRF-4-1(12)

Klamath Strait Bridge
The Dalles-California Highway
Klamath County

Project Agreement Estimate

Type Code X080
Structure, Bridge #1794A (Sta. 447 + 50 to Sta. 457 + 50)

Mobilization	All Required		$ 25,000.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	220 Sq. Ft.	$ 7.00	1,540.00
Temporary Barricades	3 Each	100.00	300.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	400 Lin. Ft.	7.00	2,800.00
Temporary Guard Rail, Type 1A	188 Lin. Ft.	10.00	1,880.00
Temporary Plastic Safety Markers	14 Each	50.00	700.00
Flagmen	380 Hour	10.00	3,800.00
Clearing and Grubbing	All Required		5,000.00
Removal of Structures and Obstruction	All Required		1,000.00
Embankment in Place	2,720 Cu. Yd.	6.000	16,320.00
Finishing Roadbed and Slopes	All Required		3,000.00
Aggregate Shoulders	400 Ton	21.00	8,400.00
Treated Base Mixture	785 Ton	30.00	23,550.00
Cement in Treated Base Mixture	44 Ton	200.00	8,800.00
Class "B" Asphalt Concrete	1,760 Ton	42.00	73,920.00
Asphalt Membrane	380 Sq. Yd.	12.00	4,560.00
Concrete Headwall	All Required		1,200.00
Guard Rail, Type 2A	1,375 Lin. Ft.	10.00	13,750.00
Guard Rail, Type 3	100 Lin. Ft.	25.00	2,500.00
Guard Rail Anchors, Type 1	7 Each	300.00	2,100.00
Rail End Pieces, Type B	10 Each	50.00	500.00
Rail End Pieces, Type C	1 Each	100.00	100.00
Rail End Pieces, Terminal Anchors	4 Each	50.00	200.00
Extra for Asphalt Approaches	5 Each	200.00	1,000.00
Loose Riprap, Class 50	180 Cu. Yd.	20.00	3,600.00
Delineators	10 Each	20.00	200.00
Bridge Removal Work	All Required		10,000.00
Structural Excavation	80 Cu. Yd.	10.00	800.00

Alternate "A"

Furnish Prestressed Concrete Piling	1,600 Lin. Ft.	18.00	28,800.00
Drive Prestressed Concrete Piles	20 Each	200.00	4,000.00
Structural Concrete, Class 3300 (25.c.y.)	All Required		5,000.00
4' x 70'/75' Prestressed Slabs	12 Each	4,500.00	54,000.00
Reinforcement (4,000 Lbs. @ $0.50)	All Required		2,000.00
Reinforced Concrete Bridge End Panels	231 Cu. Yd.	58.00	13,398.00
Two Tube Steel Railing	134 Lin. Ft.	40.00	5,360.00
	Alt. "A"		$331,078.00

Anticipated Items		
Railroad Protective Cost	All Required	$ 7,800.00
Permanent Pavement Striping	All Required	500.00
Temporary Pavement Striping	All Required	500.00
Remove Pavement Striping	All Required	150.00
Temporary Erosion Control	All Required	100.00
		$ 9,050.00

Subtotal Alt. "A"	$340,128.00
Engineering	45,917.00
Total	$386,045.00

Length of Structure 0.013 Mi.

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$ 500.00
Roadside Seeding and Mulching		1,000.00

Federal Funds (80%).....	$308,836
State Funds..............	77,209
Total Cost	$386,045

Group 1 100%
Contract No. 9268
Prefix 18-1966
Prefix 18-1004

Oregon State Highway Division
Salem, Oregon, March 11, 1981

Federal Aid Project
No. BRF-4-1(12)

Klamath Strait Bridge
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 700.00

9268

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U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-4-81

FEDERAL AID PROJECT NO.
BRF-4-1(12)

STATE PROJECT NO.
See below

FROM:
E.J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
00109

COUNTY NAME
Klamath

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 13 '81
REFER TO Mcelhiney
FOR
Info | Inves | [illegible] | [illegible] | Sign | Act | File

Orig to
2-13-81

DATE PS&E APPROVED 1/7/81	DATE AUTHORIZATION EFFECTIVE 2/4/81	FEDERAL ROUTE NUMBER Primary 4 STATE ROUTE NUMBER Primary 4

GENERAL LOCATION:
Klamath Strait Bridge Section

GENERAL DESCRIPTION OF WORK:
Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)
Railroad Protective Services $7,800
Perm Pavement Striping S.F. $500
Temp Pavement Striping S.F. $500
Remove Pavement Striping S.F. $150
Temp Erosion Control $100

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2/2/81 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $461,000 Federal Funds $368,800.

A signed copy of the Title Sheet is returned herewith.

DATE 2/4/81	SIGNATURE OF APPROVING OFFICIAL G. K. Hessner	TITLE for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-58) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-655

9268

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ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/30/80
Donald L Rost

Jan. 29, 1981 Bid Letting ____________ All Clear Deadline

SECTION Klamath Straits Bridge
Highway The Dalles-California
County Klamath Region 4
Type of Work Structure Funds HBR
State ___ Consultant ___ Plans Avail. ___Yes ___No

~~Coast Noise~~
~~DSL~~

3 Exc

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☐	☒	☐	☐	☒
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☐	☒	☐	☐	☒
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☒

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 26, 1980

TO:
Corps of Engineers (2)
Fish and Wildlife Service
National Narine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

George C. Wills

FROM:
Frank E. Terpin
Location Engineer
by
George C. Wills
Location Field Engineer

SUBJECT:
General Permit for fills in Navigable Waters
Section: Klamath Strait Bridge
Highway: The Dalles-California
County: Klamath

This letter serves as the advance notice required under Special Condition m of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P. L. 95-217).

The proposed project includes removal of the existing bridge, construction of a new structure, construction of the roadway approach fills and placing of loose riprap on the fill slopes for erosion control. The bridge is to be a single span concrete structure supported at each end by concrete piling. There will be no excavation or filling for the construction of the bridge. There will be approximately 800 cubic yards of fill material placed in the approaches to the new structure that will be below the ordinary high water line. There will also be approximately 180 cubic yards of loose riprap placed on the slopes around the bridge ends for erosion control.

Form 734-3122

The plans for this project are nearly complete and we should have the necessary funds for a January 1981 letting. We hope to take bids on this project on January 29, 1981 and will need to have your comments by January 1, 1981 to make the advertisement date. We ask your indulgence and consideration in allowing us to proceed with this project with less than the three month notice as specified in the above referred to permit. If we do not hear from you by January 1, we will assume you have no objections and will proceed with the project.

If additional information is needed, please contact Donald E. Keyes, Location Unit, 212 Transportation Building, Salem, Oregon 97310, telephone 378-6265.

GCW:DEK:ge

cc G. L. Green
J. H. Versteeg
W. J. Hart
G. A. Potter
D. E. Keyes

Versteeg
Anderson
Christensen copy
Olson
Sullivan copy
Turpin
Trout
Wakeling
RECEIVED
NOV 26 1980
ROAD DESIGN SECTION
Do Not File ☐
Return To
Filing
Action

9268 Form FHWA 121 (1/80)

4.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-4-1(-)
Klamath Straits Bridge No. 1794-A
The Dalles-California Highway
Klamath County

Date: October 29, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer

We have reviewed Mr. Hart's submittal of October 15, 1980, and find the proposal acceptable.

Please proceed with the design.

for G. L. Green

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR

OCT 30 '80

REFER TO
Hart

FOR

Info	Inves	R/D	O/R	Sign	Act	File
					✓	

10/30
ay

9268

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
1794A

In Reply Refer to
File No.:

October 15, 1980

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration

Klamath Straits Bridge
Klamath Straits Bridge Section
The Dalles-Calif. Highway
Klamath County
Bridge 1794A

Enclosed are two reduced prints of Drawings 35607 and 35218 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of the foundation report which has the hydraulic report in the appendix.

The alignment is the same as the existing highway except the centerline has been shifted west eight feet to provide for the future widening of the roadway which will be all on the west side. The width of the bridge required for the traffic is 40 feet. The additional eight feet is provided to handle traffic using stage construction. It is more expensive to build and remove a detour bridge than to provide the additional width. The elevation is basically the same as the existing bridge. The length is necessary to span the 20-foot bottom channel recommended in the hydraulic report.

A single span prestressed slab bridge supported on piles is proposed for this structure. Pipes were suggested as an alternate at this site but are not acceptable because of the extremely soft soils on which they would be placed.

The estimated cost of this structure, including an allowance for engineering and contingencies, is $216,000.

We request your approval of our preliminary plan and your concurrence that this project is eligible for HBR funding.

RECEIVED
TECHNICAL SERVICES
OCT 16 '80
REFER TO
FOR
Info | Inve | R/C | D/R | Sign | Act

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Assistant Bridge Engineer

~~cc E. S~~. Hunter
D. H. Moehring
D. O. Christensen /w/ 1 set prints
Dale Allen /w/ 1 set prints
Gary Potter /w/ 1 set prints

Form 734-3122

9268 Form FHWA 121 (1/80)

L.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-4(-)
Klamath Straits Bridge
The Dalles-California Highway
Klamath County (Your DES 16-1 dtd 9-23-80)

Date: October 1, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed your September 23, 1980, request for a minor "spot location" shoulder width reduction on the subject project.

This minor shoulder width reduction will not adversely affect the safe operation of the highway. On this basis, we concur in your proposal to reduce the shoulder width for the short distance as discussed in your letter.

G.K. Hansen
for G. L. Green

cc:
OSHD (D O Christensen, Eng)

RECEIVED
STATE HWY ENG
OCT 2 - '80
REFER TO
R
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

92-8

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VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 23, 1980

DES 16-1

RECEIVED
STATE HWY ENGR
SEP 24 '80
REFER TO
FOR
Info | Inves | P/D | D/R | Sign | Act | File

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attn. Glenn K. Hossner

Dear Sir:

Klamath Straits Bridge
The Dalles-California Highway
Klamath County

The primary purpose of this HBR project is to replace the 24' x 115' structure constructed in 1933.

Since the construction centerline for the adjacent project (Midland-California State Line) has been offset 8 feet to the right, the centerline for the new structure must also be offset 8 feet to the right. The adjacent project has 12-foot travel lanes and 8-foot shoulders, for a total width of 40 feet.

Due to the 8-foot shift of the centerline, a detour will have to be constructed to handle 2-lane traffic during stage construction of the new structure.

One hundred fifty feet south of the proposed structure is the Klamath Straits drain siphon (three 48-inch CMP's). To provide the 40-foot roadway and a 5-foot rock slope with a 2:1 fill slope and maintain the 8-foot offset centerline, the culverts would have to be extended 12 feet to the right and a new headwall constructed which would tie back into the existing concrete channel. This would require de-watering the siphon, which can only be done between the months of September and November according to the Bureau of Reclamation.

This project is scheduled to be contracted January 29, 1981 and we propose to eliminate the time constraints to de-water by not extending the siphon facility (estimated cost -- $40,000). This can be accomplished by raising the headwall approximately one foot and securing guardrail to the outside wall. This would reduce the right shoulder width from 8 feet to 6 feet, 9 inches for a distance of 60 feet.

We have discussed this with Bob Poole, Region 4 and Dave Carter, FHWA and both agree to eliminate the siphon extension.

We are submitting this letter to you as documentation, as requested in your letter of February 16, 1978 entitled "Exceptions to Minimum Design Criteria, Non-Interstate Federal-Aid Projects for Pavement Resurfacing".

Very truly yours,

J. H. Versteeg
Road Design Engineer
ORIGINAL SIGNED
By DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

bc H. S. Coulter
E. S. Hunter
D. H. Moehring
F. E. Terpin
Dale Allen
W. E. Cole

WEC:ja

9268

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STATE OF OREGON
LOCATION SECTION

INTEROFFICE MEMO

DES 16-1

DATE: August 12, 1980

TO: MEMO TO THE FILE

ORIGINAL SIGNED BY
FRANK E. TERPIN

FROM: Frank E. Terpin
Location Engineer

SUBJECT: (1) Midland-California State Line, Prefix 18-1462
(2) Klamath Straits Bridge, Prefix 18-1966
The Dalles-California Highway
Klamath County

NOTED
E. S. HUNTER

Some work was performed for the project "Klamath Straits Bridge" and charged to the "Midland-California State Line" project to expedite combined scheduling of these two projects.

We now have, effective July 8, 1980, a prefix for the bridge replacement project and any costs incurred for this bridge project but charged to the overlay and widening project on or after this date should be transferred to the proper prefix. This will require a transfer of costs to be submitted by each unit that has experienced this situation.

Any work performed for the bridge replacement project in the future shall be charged to the proper prefix.

FET:ja

cc E. S. Hunter
J. H. Versteeg
L. E. George
Walt Hart
D. H. Moehring
Lyle Watson
Jack Sullivan
Hank Wakerlig
Paul Anderson

RECEIVED
TECHNICAL SERVICES
AUG 13 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

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7-8-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-4-1(10)

STATE PROJECT NO. See below

PROGRAM NO.

COUNTY NAME Klamath

FROM:
G. L. Green, Division Administrator
Salem, Oregon

ITEM NO. 00109

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 14 '80
REFER TO
Moehring
FOR
Info | Inves | B/O | D/R | Sign | Act | File

7-14
orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 7-8-80	FEDERAL ROUTE NUMBER Primary 4 STATE ROUTE NUMBER Primary 4

GENERAL LOCATION:
Klamath Straits Bridge Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage and utility preparatory work.
☐ OTHER (Specify) TEC $31,600 - FF $25,280

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested by Mr. Swan's PEA dated 6-27-80.

DATE 7-8-80	SIGNATURE OF APPROVING OFFICIAL G. K.	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-055

9268 4

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

3-31-80

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE:
PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Klamath Strait Bridge #1794
HIGHWAY NAME: The Dalles/California
HIGHWAY NUMBER: 4
REGION: 4
ADMINISTRATIVE DISTRICT: 11
COUNTY: Klamath
CITY:
LENGTH: 0.1
MILEPOST NUMBER: 285.85 TO
☒ RURAL ☐ URBAN
LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO
IF YES, UNIT OF GOVERNMENT:
TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER SBRP
METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER
TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER
PROJECT DESCRIPTION:

Replace existing 24' X 115' structure constructed in 1933.

-10' AASHTO [illegible] [illegible]

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 - 3,000
PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 70
DESIGN STANDARDS: AASHTO
TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

3-31-80
Frank E. Pepin
Location Engineer

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	two - 11'	two - 12'
SHOULDERS	two - 5' paved	two - 8'
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ______	☐	☒	☐
Stream Klamath Strait	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYB
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☐	☒
Water District	☐	☐	☒
Drainage District	☐	☐	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☐	☒	Airport Clearance	☐	■	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☐	☒	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☐	☐	☒

Type ______

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(5)	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	(1)	5
RECOMMENDED CONSTRUCTION DATE	Feb '81 (Region)	F 20 '81 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

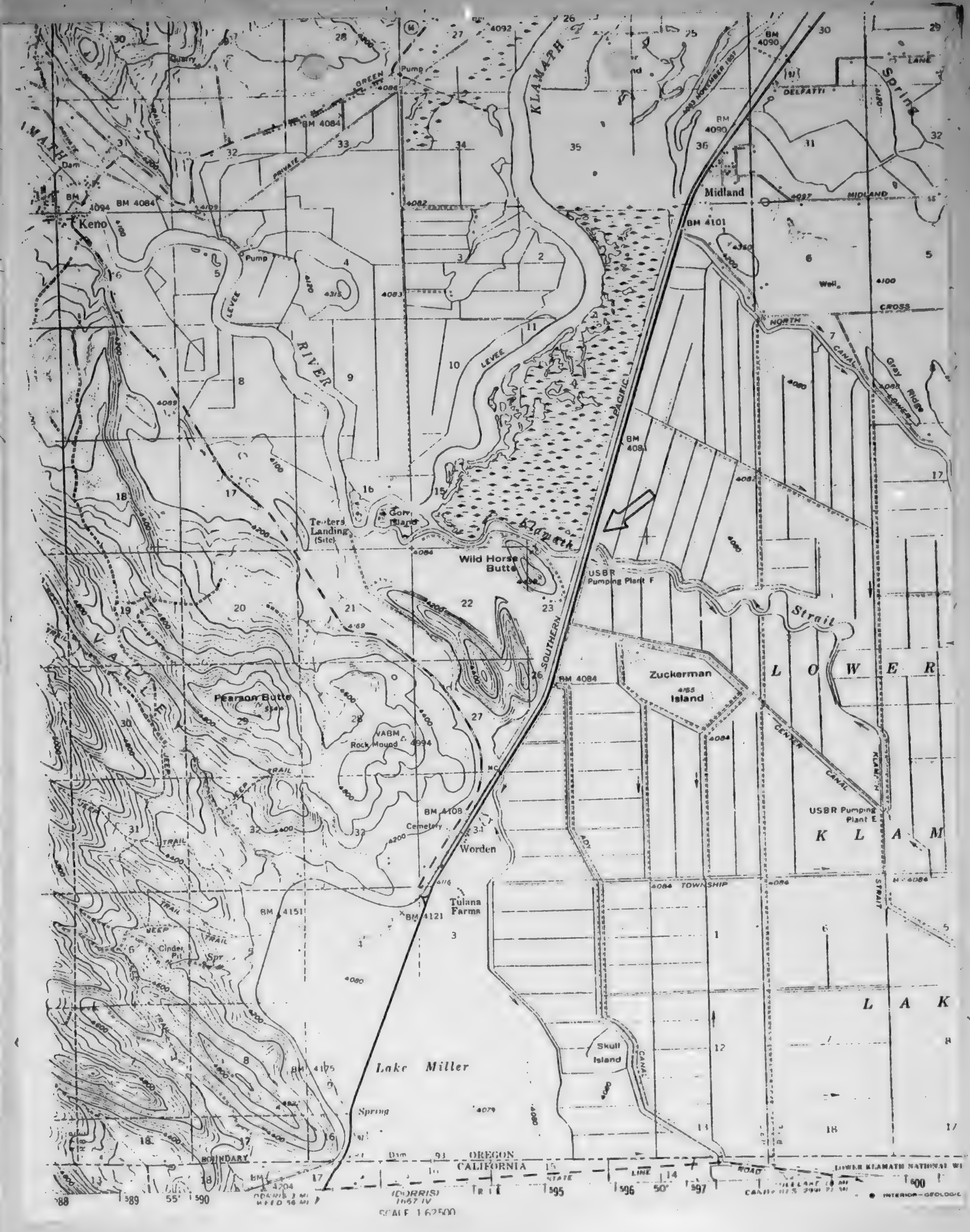
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		$ 22,600
RIGHT OF WAY		
TRAFFIC CONTROL		30,000
ILLUMINATION		
STRUCTURES		400,000
RAILROAD		
ROADWAY		90,000
OTHER ______		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL		$ 542,600

SUBMITTED BY ______________________

 KLAMATH
Keno
Dam
Quarry
GREEN
PRIVATE
Pump
BM 4084
BM 4094
LEVEE
RIVER
Midland
MIDLAND
DELPATTI
LANE
Spring
BM 4090
BM 4101
Well
NORTH
CANAL
CROSS
Gray Ridge
LOWER
SOUTHERN
PACIFIC
Klamath
Teeters Landing (Site)
Corn Island
Wild Horse Butte
USBR Pumping Plant F
Strait
BM 4084
Zuckerman Island
LOWER
CENTER
CANAL
KLAMATH
USBR Pumping Plant E
KLAM
STRAIT
TOWNSHIP
VALLEY
Pearson Butte
VABM Rock Mound 4994
JEEP
TRAIL
BM 4108
Cemetery
Worden
Tulana Farms
BM 4151
BM 4121
Cinder Pit
Spr
Skull Island
CANAL
LAKE
Lake Miller
Spring
BM 4175
BOUNDARY
OREGON
CALIFORNIA
STATE
LINE
ROAD
LOWER KLAMATH NATIONAL WI
BM 4204
DORRIS 3 MI
WEED 56 MI
(DORRIS)
1657 IV
SCALE 1:62500
588
589
55'
590
595
596
50'
597
600
INTERIOR—GEOLOGIC

90168

4

DATE: March 30, 1979

TO: OREGON TRANSPORTATION COMMISSION

ORIGINAL SIGNED BY H. S. COULTER

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Special Bridge Replacement Projects (19)

On the Consent Calendar for the April 17 meeting will be a request to approve 19 Special Bridge Replacement projects. These projects are not on the Six-Year Program.

The 1978 Federal-Aid Highway Act provided additional Special Bridge Replacement funds and the attached list of 19 bridge projects have been identified as needing reconstruction with these additional funds. The 19 bridge projects are estimated to cost $11,000,000 with Federal participation of $8,800,000 and State matching funds of $2,200,000.

These projects have been investigated and are eligible for funding under the Special Bridge Replacement Program. I recommend your approval of the projects and request authorization to sign the project agreements for and on your behalf.

RU:dmc
Attachment

bc: F. B. Klaboe
C. W. Head
L. W. Rulien
E. S. Hunter
C. T. Keasey
D. H. Moehring
R. L. Schroeder
W. J. Hart
J. H. Versteeg
F. E. Terpin
V. E. Skoog
E. L. Hardt
C. O. Fredrickson
A. Shirley
Dale Allen
W. E. Schwartz
George Bell

1981 Arterial St. Light Conversion Project in Portland. 9269
(Illumination)

CHA 7281 7/21/80

9269

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
TOLL FREE: 1-800-452-7813 Ext. 86232

In Reply Refer to
File No.: CON

September 17, 1984

Mr. Dick Schmidt
State Highway Coordinator
City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder Street, Room 725
Portland, OR 97205

Re: Project Name Arterial Street Light Conversion
Fed. Aid No. IX-0000 (19)(27)
Pool Acct. No. 4690

The above project has been completed and no further costs are anticipated. Therefore, you may withdraw the balance remaining in your account of $ 5,083.08 (plus interest) with the Oregon State Treasurer, Local Government Investment Pool.

Vernon E. Skoog
Vernon E. Skoog
Controller

JP:cw

cc: Oregon State Treasurer
Local Govt. Investment Pool

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 9/6/84

CITY: PORTLAND AGREEMENT NO: 7281 PROJECT NO: IX-0000(19)
(27)

CONTRACT NO: 9269 SECTION: Arterial Street Light Conversion

PRELIMINARY ENGINEERING (Prefix No. 226-1905 & 426-1941):

Project Manager (Non-Participating $41.15)	$ 289.96
Work Performed by City	29,599.79
Final Design	450.69
Bridge Design	989.90
Audit	329.96
Program Section	148.98
Specifications	1,740.57
Administrative Services	6.31
Environmental Section	226.86
TOTAL P.E. COST	$ 33,783.02
Less Federal funds	(28,680.59)
CITY SHARE	$ 5,102.43

CONSTRUCTION (Prefix No. 226-1006 & 426-1030):

Payment to Contractor	$ 275,061.25
Interest on Final Payment (Non-Participating)	569.88
Construction Engineering	490.71
SFO #1 Materials Furnished by City	878,982.95
Work Performed by City	34,567.40
Audit Services	284.66
Program Section	46.78
Salem Lab	23.22
Technical Services	44.11
Construction Section	213.11
TOTAL CONST. COST	$1,190,284.07
Less Federal Funds	(1,011,257.05)
CITY SHARE	$ 179,027.02

SUMMARY:

City Share P.E. Cost	$ 5,102.43
City Share Const. Cost	179,027.02
TOTAL CITY SHARE	$ 184,129.45
Less Credit for P.E. by City	(4,439.97)
Less Credit for Material Furnished by City	(131,847.45)
Less Credit for Const. Engr. by City	(5,185.11)
Less City LGIP Deposit 2-17-81	(47,740.00)
OVERPAYMENT BY CITY	$ 5,083.08

Overpayment is in the Local Government Investment Pool, $5,083.08 can be released.

GEZ:pf

9269 3-2-84 426-1030
226-1006

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 2-4-81
TO 11-25-83

FEDERAL AID PROJECT NO.
IX-0000(27)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
913,550.35	913,550.35	85%	776,517.79	776,517.79	-0-
276,733.72	276,163.84	85%	234,739.26	234,739.26	-0-
1,190,284.07	1,189,714.19	85%	1,011,257.05	1,011,257.05	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	3/2/84	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Arterial Street Light Conversion Portland Arterial City Streets Multnomah County					
	Construction Type Code Y030 Illumination (City Streets) Final Contract Payment Summary		Lump Sum		$ 275,061.25	
SFO	#1 Provide materials for project (City of Portland)		All Required		878,982.95	
	Total Participating construction Cost				$1,154,044.20	
	Construction Engineering					
	State		All Required		817.93	
	Work by City of Portland		All Required		34,567.40	
	Total Participating Construction Engineering				35,385.33	
	Misc Project Cost					
	Audit Expense		All Required		284.66	
	Total Participating Project Cost				1,189,714.19	
	Non Participating Project Cost					
	Interest on Final Payments		All Required		569.88	
	Total Project Cost				1,190,284.07	
	Prepared based on Participating cost as shown on the Federal Billing as of 3-8-84					
	AMOUNT CARRIED FORWARD					

226	1005	945	00 P 1			978.51CR		81	83
226	1005	945	00 N 1			938.51	938.51	83	83
226	1005	948	00 P 1			83.09CR		81	83
226	1005	948	00 N 1			83.09	83.09	83	82
		TOT	P1			30,933.26CR	149,904.44		
		TOT	P2			2,062.63	2,084.07		
		TOT	N1			56,339.76	56,418.08		
		** JOB TOTALS **			**	27,489.13 **	208,406.59 **		

ARTERIAL ST LT CONVER PRO CONT NO 9269 * FA PROJ NOS X10 0000027 100

							STATE	
226	1006	201	00 P 1	Pay Cont.		275,061.25	81	82
226	1006	206	00 N 1	Interest		569.88	82	82
226	1006	295	00 N 9	Tr. City		46,686.02	81	83
226	1006	296	00 N 9	" St	9.14	281,425.28CR	81	84
226	1006	298	00 N 9	" Fed	9.14CR	234,739.26	81	84
226	1006	900	00 P 1	Const. Engr		111.10	81	82
226	1006	915	00 P 1	Audit Serv.		284.66	82	83

ACCOUNT SUMMARY - EXPENDITURES & LEDGEPS APRIL 1984 PAGE 206

DESCRIPTION		PREFIX	FUNCTION	SUB F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL 10 DATE	ACTIVE YRS BEG	END
	226	1006	920	00 P 1	Proj. Sec.	33.60CR	46.78	81	84
	226	1006	940	00 P 1	Salem Lab	23.22	23.22	83	83
	226	1006	944	00 P 1	Tech. Serv.		44.11	81	82
	226	1006	945	00 P 1	Const. Sec.		213.11	81	82
	226	1006	948	00 P 1	Gen. Const. Engr.		379.61	81	82
			TOT	P1		10.38CR	276,163.84		
			TOT	N1			569.88		
			** JOB TOTALS **		**	10.38CR**	276,733.72 **		

?TC RRXING JOHNSON CRK BLVD	CONT NO		FA PROJ NOS RRP 9?04003 100					STATE	
	226	1007	296	00 N 9			17.75CR	82	82
	226	1007	298	00 N 9			17.75	82	82
	226	1007	920	00 P 1			19.72	82	82
			TOT	P1			19.72		
			** JOB TOTALS **		**	**	19.72 **		

UPRR XING-NE COLUMBIA RD	CONT NO		FA PROJ NOS RRS 9956005 100					STATE	
	226	1008	205	01 P 1	1,008.13CR	3,123.69CR	3,123.69CR	84	84
	226	1008	270	01 P 1	10,081.25	31,236.85	31,236.85	84	84
	226	1008	296	00 N 9	6.98CR	17,185.28CP	17,185.28CP	83	84
	226	1008	298	00 N 9	6.98	17,185.29	17,185.28	83	84
	226	1008	920	00 P 1			39.20	83	83
	226	1008	948	00 P 1	8.14	23.66	23.66	84	84
			TOT	P1	9,081.26	28,136.82	28,176.02		
			** JOB TOTALS **		9,081.26 **	28,136.82 **	28,176.02 **		

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                                                                                                 STATE
REPLACE CONTROLLERS-TO LOCATT CONT NO       FA PROJ NOS XT  000C017 100             47,022.92CR   81    83
                                 426   1023     598      00 N 9                     47,022.92     81    83
                                 426   1023     903      01 P 1                     47,022.92
                                                TOT      P1                         47,022.92CR
                                                TOT      N9
                                              ** JOB TOTALS **         **        **           **

                                                                                                 STATE
POWELL BLVD PARKING LOT       CONT NO       * FA PROJ NOS X1  0024024 100           6,439.20CR    81    83
                                 426   1028     598      00 N 9                     6,439.20      81    82
                                 426   1028     903      '00 P 1                    6,439.20
                                                TOT      P1                         6,439.20CR
                                                TOT      N9
                                              ** JOB TOTALS **         **        **           **

                                                                                                 STATE
SE 257THDR-SE DIVISION DR     CONT NO       * FA PROJ NOS SOS 2600001 100  27,427.14             82    83
                                 426   1029     598      00 N 9            27,427.14CR           81    83
                                 426   1029     903      00 P 1            27,427.14CR
                                                TOT      P1                27,427.14
                                                TOT      N9
                                              ** JOB TOTALS **         **        **           **

                                                                                                 STATE
ARTERIAL ST LIGHT CONVERSION  CONT NO       * FA PROJ NOS X10 0000027 100           747,135.50    81    82
                                 426   1030     210      01 P 1  Mat. Furn. by City 776,517.79CR  81    82
                                 426   1030     598      00 N 9  Cr.                29,382.29     81    82
                                 426   1030     903      00 P 1  Pay Loc Govt.


                                                               APRIL 1984      PAGE  322
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                 FISCAL        GRAND TOTAL    ACTIVE YRS
     DESCRIPTION               PREFIX FUNCTION SUB F. GR CURRENT MONTH  YEAR TO DATE  TO DATE  BEG   END
                                                TOT      P1                         776,517.79
                                                TOT      N9                         776,517.79CR
                                              ** JOB TOTALS **         **        **           **

                                                                                                 STATE
N COL WY-N PRTLD RD CONST     CONT NO       * FA PROJ NOS X10 9956011 100           18,879.08CR   82    82
                                 426   1031     598      00 N 9                     18,879.08     82    82
                                 426   1031     903      00 P 1                     18,879.08
                                                TOT      P1                         18,879.08CR
                                                TOT      N9
                                              ** JOB TOTALS **         **        **           **

                                                                                                 STATE
NW THURMAN-SW COLUMBIA        CONT NO         FA PROJ NOS X10 0000040 100           38,942.83CR   82    83
                                 426   1032     598      00 N 9                     38,942.83     82    83
                                 426   1032     903      00 P 1                     38,942.83
                                                TOT      P1                         38,942.83CR
                                                TOT      N9
                                              ** JOB TOTALS **         **        **           **
```

B02 OREGON STATE HIGHWAY DEPARTMENT 05/31/84

272 BILLING NUMBER 45 FHWA BILLING VOUCHER PAGE 169

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
>426-1942	1#	X10 -000C-020	10,825.05	10,825.05	10,825.05	100.00	10,825.05	10,825.05		
526-1955	1#	X10 -000C-020	3,766.21	4,430.83	4,430.83	85.00	3,766.21	3,766.21		
		PROJ TOTALS	14,591.26	15,255.88	15,255.88		14,591.26	14,591.26		
326-1044	1	X10 -000C-022	390,000.00	417,342.09	417,342.09	85.00	354,740.78	354,740.78		
003-1919	1#	X10 -000C-023	10,530.00	12,525.56	12,388.23	85.00	10,530.00	10,530.00		
>326-1960	2#	X10 -0000-008	2,090.44	2,437.26	2,437.26	85.77	2,090.44	2,090.44		
>426-1927	2#	X10 -0000-008	10,609.12	10,609.12	10,609.12	100.00	10,609.12	10,609.12		
		PROJ TOTALS	12,699.56	13,046.38	13,046.38		12,699.56	12,699.56		
226-1006	1#	X10 -0000-027	234,739.26	276,733.72	276,163.84	85.00	234,739.26	234,739.26		
>426-1030	1#	X10 -0000-027	776,517.79	776,517.79	776,517.79	100.00	776,517.79	776,517.79		
		PROJ TOTALS	1011,257.05	1053,251.51	1052,681.63		1011,257.05	1011,257.05		
>437-1908	1	X10 -0000-028	211,000.00	211,000.00	211,000.00	100.00	211,000.00	211,000.00		
>726-1926	1	X10 -0000-028	8,645.00	4,562.14	4,562.14	85.00	3,877.82	3,877.82		
		PROJ TOTALS	219,645.00	215,562.14	215,562.14		214,877.82	214,877.82		
>426-1944	1	X10 -0000-037	18,000.00	17,804.00	17,804.00	100.00	17,804.00	17,804.00		
726-1929	1	X10 -0000-037	1,000.00	818.46	818.46	85.00	695.69	695.69		
		PROJ TOTALS	19,000.00	18,622.46	18,622.46		18,499.69	18,499 69		
>326-1039	1#	X10 -0000-038	463,094.01	541,152.88	544,816.48	85.00	463,094.01	463,094.01		
334-1902	1#	X10 -0000-039	825.20	1,105.54	970.82	85.00	825.20	825.20		
>434-1903	1#	X10 -0000-039	37,361.47	37,361.47	37,361.47	100.00	37,361.47	37,361.47		
		PROJ TOTALS	38,186.67	38,467.01	38,332.29		38,186.67	38,186.67		
326-1047	1	X10 -0000-040	345,680.00	400,181.40	391,804.94	85.00	333,034.20	333,034.20		
>426-1032	1	X10 -0000-040	39,000.00	38,942.83	38,942.83	100.00	38,942.83	38,942.83		
		PROJ TOTALS	384,680.00	439,124.23	430,747.77		371,977.03	371,977.03		
>334-1065	1	X10 -0000-041	1484,500.00	1844,160.23	1843,107.07	85.00	1566,641.01	1484,500.00	82,141.01 B	
>334-1065	8	X10 -0000-041	80,000.00	94,935.84	94,909.08	85.00	80,672.72	80,000.00	672.72 B	
>334-1068	8	X10 -0000-041		16.67	16.67					
		PROJ TOTALS	1564,500.00	1939,112.74	1938,032.82		1647,313.73	1564,500.00	82,813.73	
>026-2568	6	X10 -0024-023	2637,756.00	3103,242.35	3103,242.35	85.00	2637,756.00	2637,756.00		
>026-1017	1	X10 -0024-029	908,269.00	1082,693.72	1079,303.63	85.00	917,408.09	908,269.00	9,139.09 B	

5

nig cc: OSHD (M. Coulter)

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

11-8-83

REGION NUMBER 10	REPORT NUMBER 2	COUNTY Multnomah		DIVISION Oregon
DATE OF REPORT 11-8-83		REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-0000(27)
COMPLETION DATE 8-28-81		ACCEPTANCE DATE BY CONTRACT AGENCY 3-16-82	TIME ELAPSED 112 %	CONTRACT TIME 150
APPROVED EXTENSIONS 16		LOCATION See below		

NOTE - *The PR 47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right of way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work*

ARTERIAL STREET LIGHT CONVERSION PROGRAM
City Streets - Portland

---TPL---

RECEIVED
STATE HWY ENGR
NOV 28 '83
REFER TO
Constr.
FOR

Info	Inv	R/D	D.R.	Sign	Act	File
☒						

GR

*NOTE - Not applicable for Direct federal projects

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Thomas P. Lowe Original Signed by T. P. LOWE	SIGNATURE Glenn K. Hossner, Field Operations Engineer Original Signed by G. K. HOSSNER Field Operations Engineer
TITLE Area Engineer DATE 11-8-83	TITLE Field Operations Engineer DATE 11/25/83

FORM FHWA 1446B
(Rev 12-79)

9269

CITY OF
PORTLAND, OREGON
OFFICE OF PUBLIC WORKS

Mike Lindberg, Commissioner
1220 S.W. Fifth Ave.
Portland, OR 97204
(503) 248-4145

RECEIVED
ASST STATE HWY ENGR
OCT 29 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
ROBERT N. BOTHMAN

October 26, 1982

copy 7-10
[illegible]

Mr. Fred Miller
Administrator
Oregon Department of Transportation
Salem, Oregon 97310

Dear Fred,

Thank you for the assistance provided by Bob Bothman and Ted Spence with regard to the City of Portland, Street and Area Lighting conversions. Our records indicate that an estimated 6,000 street lights were converted during June and July of 1981. Approximately $190,000 of City funds from the Street Lighting Levy were used during this Phase I of the conversion project. Approximately $800,000 of Federal Highway Withdrawal funds were applied to this same phase.

Through the Portland General Electric Company, the City of Portland is eligible to apply for reimbursement of these expenditures under the Bonneville Power Administration's program for Street and Area Lighting conversions. In question, however, is the exact amount for eligible reimbursements, given that conversions were made with both City and Federal funds.

Your staff has assured us that if full reimbursement of all Phase I project costs is approved by Bonneville, the portion which is Federal Highway dollars can be re-routed through the Oregon Department of Transportation and METRO to the City of Portland for expenditure on another eligible project. Our Street Lighting Division staff is now reconstructing the details of expenditures from the two funds in the event that this happens.

However, prospects for full reimbursement appear to be dimming. In a similar case in Washington State, Bonneville reimbursed only those expenditures which resulted from local funding sources, and not those paid for by federal funds. We have been told verbally by Bonneville staff that they would refuse to reimburse us for that portion of the conversion made possible by Federal Highway Funds.

cc Fred [illegible]
11-3-82

RECEIVED
TECHNICAL SERVICES
NOV 2 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc Coulter
Hunter
Schwartz
11-1-82

Our City Attorney is reviewing the Bonneville contracts which apply to this program. In the event that a case can be made for full reimbursement and we are fortunate enough to recover our full investment, we will take the next steps with your Department.

Again, I appreciate your help on this matter and will keep you informed of the progress we make.

Thank you.

Sincerely,

Mike Lindberg

MIKE LINDBERG
Commissioner
Office of Public Works

MDL:mb

ccs: Bob Bothman
Ted Spence
John Lang
Cynthia Kurtz
Margie Harris
Mark Gardiner

9269

L

HIGHWAY DIVISION

MEMO October 14, 1982

Robert N. Bothman
Assistant State Highway Engineer

BPA Energy Conservation Reimbursement
Portland Interstate Transfer Lighting Program

Pursued request through Fred Miller from Margie Harris, Commissioner Lindberg's office, relative to reimbursement by Bonneville Power Administration of project costs for lighting conversion in the City of Portland accomplished with Interstate transfer funds.

Buz Swan advised that the project is completed and reimbursement of project costs by FHWA has been accomplished. The project has not been finaled out and closed however.

Ted contactd Cynthia Kurtz who handled lighting projects for the City of Portland. The City is looking for a potential reimbursement of about one million dollars from Bonneville Power Administration. Although the BPA has not yet agreed to the reimbursement, they have agreed that the project qualifies for the reimbursement. The funds are available for the reimbursement from BPA and there is no reason that it shouldn't occur.

Ted determined that Washington DOT has handled such a reimbursement for similar efforts in Washington.

Dale Wilken advised no problem with a BPA reimbursement for the cost of the Portland illumination project. The project, although completed and with $1 million reimbursement by FHWA to the state for payments to the contractor, has not been closed out and finaled. Essentially, the funds would come to the state. The state would utilize a standard Form 1240 to withdraw the FHWA Interstate transfer funding on the basis of a credit. The $1 million would then be replaced on the FHWA books for use on Interstate transfer projects in the Portland area. The fund use in the Portland area is because the funds involved were attributed to the Portland withdrawal.

Dale Wilken suggested a letter from the City requesting withdrawal of federal funding for the project with an explanation of the reasons, i.e. the Bonneville power energy conservation funding for the project.

Contacted Margie Harris (248-4893) and advised her of the above. She indicated that the BPA energy conservation reimbursement would have to be worked out with the city attorney which might take some time. She will work directly with Ted Spence on the details. She will draft a request to Fred Miller.

We will have to work out how the City receives their 15 percent local match reimbursement.

The redistribution of the funds in the Portland region will be a METRO decision.

RNB:lb

cc Dale E. Wilken
Fred D. Miller
H. S. Coulter
D. H. Moehring
Ted Spence -- suggest you contact Margie Harris in a couple of weeks, (if she doesn't contact you as she indicated to me she would) to pursue drafting of the letter to Fred.

9269

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-30-82

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STA /OUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-0000(19)

VOUCHER PERIOD

FROM 3/31/80

TO 2/3/81

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$29,599.79 4,142.08	$29,599.79 4,142.08	85.00% 85.00%	$25,159.82 3,520.77	$25,159.82 3,520.77	$ 0.00 0.00
$33,741.87	$33,741.87	85.00%	$28,680.59	$28,680.59	$ 0.00

RECEIVED DIVISION OFFICE

BY DATE

DIVISION OFFICE REVIEW MADE

BY DATE

PASSED FOR PAYMENT

BY DATE

6/8/82 V.E. Skoog, Controller

REMARKS Oregon

P.E.

$ 0.00

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-20A
(Rev. 5-78)

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Aterial Street Light Conversion Program (Portland) Various City Streets (Portland) in Multnomah County					
	Preliminary Engineering Type Code P.E.					
	Work by City of Portland	All Required			$29,599.79	
	State	All Required			3,812.12	
	Total Preliminary Engineering.				$33,411.91	
	Misc. Project Cost					
	Audit Expense	All Required			329.96	
	Total Participating Project Cost				$33,741.87	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/17/82.					
	AMOUNT CARRIED FORWARD . . .					

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

B02
823

PREFIX GRP FED AID PROJ FL	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-1010 1* XI -000C-006	41,151.33	47,970.62	47,961.92	85.80	41,151.33	41,151.33		
326-1904 1* XI -000C-006	1,153.29	1,408.37	1,344.16	85.80	1,153.29	1,153.29		
PROJ TOTALS	42,304.62	49,378.99	49,306.08		42,304.62	42,304.62		
326-1007 1* XI -000C-007	289.29	337.29	337.29	85.77	289.29	289.29		
>426-1006 1* XI -000C-007	13,023.93	13,023.93	13,023.93	100.00	13,023.93	13,023.93		
326-1909 1* XI -000C-007	1,691.08	1,970.95	1,970.95	85.80	1,691.08	1,691.08		
>426-1909 1* XI -000C-007				100.00				
PROJ TOTALS	15,004.30	15,332.17	15,332.17		15,004.30	15,004.30		
326-1026 1 XI -000C-014	771,500.00	757,654.76	757,654.76	85.00	644,006.55	644,019.55		13.00CR
>326-1024 2 XI -000C-015	51,977.00	66,833.18	66,755.09	85.00	56,741.83	51,977.00	4,764.83 B	
326-1027 1 XI -000C-016	191,250.00	151,585.20	151,480.73	85.00	128,758.62	128,766.46		7.84CR
326-1037 1 XI -000C-017	335.00	79.93	79.93	85.00	67.94	56.21		11.73
>426-1023 1 XI -000C-017	48,625.00	27,833.72	27,833.72	100.00	27,833.72	27,833.72		
726-1918 1 XI -000C-017	2,082.00	166.49	166.49	85.00	141.52	141.52		
PROJ TOTALS	51,042.00	28,080.14	28,080.14		28,043.18	28,031.45		11.73
326-1001 1* XI -0000-003	79,983.67	93,173.69	93,221.06	85.80	79,983.67	79,983.67		
>426-1008 1* XI -0000-003	7,352.23	7,352.23	7,352.23	100.00	7,352.23	7,352.23		
326-1934 1* XI -0000-003	1,014.71	1,182.64	1,182.64	85.80	1,014.71	1,014.71		
>426-1911 1* XI -0000-003	4,465.45	4,465.45	4,465.45	100.00	4,465.45	4,465.45		
PROJ TOTALS	92,816.06	106,174.01	106,221.38		92,816.06	92,816.06		
326-1960 1 XI -0000-008	8,000.00	12,261.93	12,261.93	85.77	10,517.06	8,000.00	2,517.06 B	
>426-1927 1 XI -0000-008	34,800.00	34,800.00	34,800.00	100.00	34,800.00	34,800.00		
PROJ TOTALS	42,800.00	47,061.93	47,061.93		45,317.06	42,800.00	2,517.06	
334-1040 1 XI -0000-013	401,106.00	436,294.91	428,713.29	85.00	364,406.30	364,344.13		62.17
334-1040 8 XI -0000-013	21,100.00	20,621.96	20,610.54	85.00	17,518.96	17,517.69		1.27
PROJ TOTALS	422,206.00	456,916.87	449,323.83		381,925.26	381,861.82		63.44
324-1972 1 XI -0000-017	119,000.00	144,290.28	144,264.13	85.00	122,624.51	119,000.00	3,624.51 B	
226-1905 1* XI -0000-019	3,520.77	4,149.63	4,142.08	85.00	3,520.77	3,520.77		
>426-1941 1* XI -0000-019	25,159.82	25,159.82	25,159.82	100.00	25,159.82	25,159.82		
PROJ TOTALS	28,680.59	29,309.45	29,301.90		28,680.59	28,680.59		
026-1924 1 XI -0000-020	442,128.00	275,603.30	270,902.57	85.00	230,267.18	217,359.32		12,907.86
>426-1940 1 XI -0000-021	20,000.00	5,821.56	5,821.56	100.00	5,821.56	5,821.56		

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                                226  1904   906    00 P 1                                     1,447. 73
                                226  1904   907    00 P 1     477. 02CR      11,114. 50       11,128. 90
                                226  1904   909    00 P 1                                      2,420. 67
                                226  1904   910    00 P 1       3. 64CR          84. 41        3,367. 27
                                226  1904   911    00 P 1   1,339. 44         2,138. 05        2,593. 98
                                226  1904   913    00 P 1      68. 39CR       3,059. 35        4,703. 81
                                226  1904   914    00 P 1                                        364. 09
                                226  1904   915    00 P 1                                      3,830. 75
                                226  1904   916    00 P 1                                      2,276. 35
                                226  1904   918    00 P 1       2. 15CR          49. 87           63. 27
                                226  1904   920    00 P 1                                         15. 80
                                226  1904   921    00 P 1                       576. 82       14,814. 48
                                226  1904   923    00 P 1                       325. 08          325. 08
                                226  1904   923    00 N 1                                         45. 78
                                226  1904   925    00 P 1                                        408. 40
                                226  1904   926    00 P 1                                      1,466. 42
                                226  1904   950    00 P 1       8. 32CR         193. 00           57. 20
                                226  1904   960    00 N 1                                      7,850. 51
                                226  1904   980    00 P 1                                    190,944. 23
                                            TOT    P1         821. 69        28,421. 67        4,231. 41
                                            TOT    N1                           472. 30
                                        ** JOB TOTALS **      821. 69 **     28,893. 97 **   195,175. 64 **

                                                                                                    STATE
                         CONT NO     * FA PROJ NOS XI   000019 100
ARTERIAL ST LIGHT CONVER                                                     182. 83CR         3,520. 77CR
                         226  1905   296    00 N 9 Tr. st.      187. 92        182. 83         3,520. 77
                         226  1905   298    00 N 9 " Fed.       187. 92CR        7. 42           248. 81
                         226  1905   901    00 P 1 Proj. Mgr.   101. 85CR        7. 55             7. 55
                         226  1905   901    00 N 1                7. 55         20. 54CR         450. 69
                         226  1905   905    00 P 1 Fin. Des.     25. 04CR                        989. 90
                         226  1905   906    00 P 1 Br. Des.                     329. 96          329. 96
                         226  1905   915    00 P 1 Audit                         97. 25CR        148. 98
                         226  1905   920    00 P 1 Prog. Sec.    97. 25CR                      1,740. 57
                         226  1905   921    00 P 1 Specs.                         4. 50CR          6. 31
                         226  1905   922    00 P 1 Adm. Serv.     4. 50CR                        226. 86
                         226  1905   923    00 P 1 Env. Sec.                                   4,142. 08
                                     TOT    P1                  228. 64CR      215. 09             7. 55
                                     TOT    N1                    7. 55          7. 55         4,149. 63 **
                                 ** JOB TOTALS **               221. 09CR**    222. 64 **


                                                                              JUNE 1982         PAGE  635
TOTAL TO DATE JOB COST SUMMARY
                                                                                FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX      FUNCTION   GR  CURRENT MONTH  YEAR TO DATE     TO DATE
                                                                                                    STATE
  SANDY BLVD-HENSLEY RD        CONT NO      FA PROJ NOS X10 883001 100
                               226   1906     920     00 P 1    145. 23       145. 23           145. 23
                                              TOT     P1        145. 23       145. 23           145. 23
                                         ** JOB TOTALS **       145. 23 **    145. 23 **        145. 23 **
                                                                                                    STATE
                               CONT NO      FA PROJ NOS RRS 913001 100
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                                                                              JUNE 1982        PAGE  751
TOTAL TO DATE JOB COST SUMMARY                                                  FISCAL          GRAND TOTAL
                                                                             YEAR TO DATE        TO DATE
                                    PREFIX     FUNCTION   GR  CURRENT MONTH        34.43         16,650.00
DESCRIPTION OF JOB OR DEPARTMENT  426   1939   903      00 P 1                     34.43         16,650.00
                                               TOT      P1                      16,615.57
                                               TOT      N1                      16,650.00CR      16,650.00CR
                                               TOT      N9                **               **               **
                                              ** JOB TOTALS **
                                                                                                           STATE
                                          FA PROJ NOS X1  000021 100             5,640.87
  POWELL BUTTE-MT SCOTT-TRANS S CONT NO                                          5,821.56CR       5,821.56CR
                                  426   1940   598      00 N 1                     180.69         5,821.56
                                  426   1940   598      00 N 9                     180.69         5,821.56
                                  426   1940   903      00 P 1                   5,640.87
                                               TOT      P1                       5,821.56CR       5,821.56CR
                                               TOT      N1                **               **               **
                                               TOT      N9
                                              ** JOB TOTALS **
                                                                                                           STATE
                                        * FA PROJ NOS X1  000019 100     8,508.48CR   25,159.82CR   25,159.82CR
  ARTERIAL ST LIGHT CONVERSION  CONT NO        598      00 N 9                      25,159.82       25,159.82
                                  426   1941   903      00 P 1  Pay Loc Govt.       25,159.82       25,159.82
                                  426   1941   TOT      P1       8,508.48CR         25,159.82CR     25,159.82CR
                                               TOT      N9       8,508.48CR**              **               **
                                              ** JOB TOTALS **
                                                                                                           STATE
                                          FA PROJ NOS X10 00C020 100             6,280.69CR       6,280.69CR
  GATEWAY AREA TRAF SIG INTER   CONT NO                                          4,511.24CR       4,511.24CR
                                  426   1942   598      00 N 1                  10,791.93        10,791.93
                                  426   1942   598      00 N 9                  10,791.93        10,791.93
                                  426   1942   903      00 P 1                   6,280.69CR       6,280.69CR
                                               TOT      P1                       4,511.24CR       4,511.24CR
                                               TOT      N1                **               **               **
                                               TOT      N9
                                              ** JOB TOTALS **
                                                                                                           STATE
                                          FA PROJ NOS X10 326006 100            37,453.97CR      37,453.97CR
  HOLLYWOOD DISTRICT TRANS IMPR CONT NO                                         37,453.97        37,453.97
                                  426   1943   598      00 N 9                  37,453.97        37,453.97
                                  426   1943   903      00 P 1                  37,453.97CR      37,453.97CR
                                               TOT      P1                **               **               **
                                               TOT      N9
                                              ** JOB TOTALS **
                                                                                                           STATE
                                          FA PROJ NOS X10 000037 100             2,021.32CR       2,021.32CR
  SELLWOOD NEIGHB TRAF DIVERS N CONT NO                                          2,021.32         2,021.32
                                  426   1944   598      00 N 9                   2,021.32         2,021.32
                                  426   1944   903      00 P 1                   2,021.32CR       2,021.32CR
                                               TOT      P1                **               **               **
                                               TOT      N9
                                              ** JOB TOTALS **
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9269

File

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

4-1-12

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
R. L. Coats No. 9293	Lake-Harney Co. Line Harney County	March 4, 1982
Eugene Sand & Gravel, Inc. No. 9237	Poodle Creek Road Lane County	March 5, 1982
Horton Bros., Inc. No. 9285	S.Bank Chetco River Rd. U'Xing. Curry County	March 9, 1982
Tice Electric Co. No. 9269	Arterial St. Light Conversion Proj. (Portland) Multnomah County	March 16, 1982
Mid-Columbia Paving Co. No. 9316	Sherman Ave.-Eugene St. (Hood River) Hood River County	March 18, 1982
Hertz Electric,Inc. No. 9244	Central Ore. Hwy. & Arnold Mkt. Rd. Deschutes County	March 18, 1982
Baker Redi-Mix, Inc. No. 9323	Auburn Ave.-Broadway St. & Dewey Ave.-Broadway St. Baker County	March 18, 1982
L.W. Hembree Co. No. 9195	Tualatin Valley Hwy. @ SW 247th Ave. (Hillsboro) Washington County	March 19, 1982
R. L. Coats No. 9333	U.S. Hwy. 97 - U.S. Hwy. 26 Jefferson County	March 19, 1982
Slayden & Holm, Inc. No. 9267	Dairy Creek (Susbauer Rd.) Bridge Washington County	March 22, 1982
Babler Bros., Inc. No. 9224	Polallie Cr.-M.P. 84.94 Hood River County	March 30, 1982

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Electric, Inc. No. 9270	Mt. Hood Hwy.@ Welches Rd. Clackamas County	March 31, 1982
L. W. Hembree Co. No. 9194	Mt. Hood Hwy. @ SE Hogan Rd. & Burnside Rd. (Gresham) Multnomah County	March 31, 1982
Mill Plain Electric No. 9330	Sunnyside Rd. @ SE 97th Ave. & Kaiser Hosp.Access Clackamas County	April 1, 1982
Jim Hall Contracting No. 9313	362nd Dr. @ Skogan Road Clackamas County	April 1, 1982
Coral Construction Co. No. 9334	Lane Co. Pavement Marking Project No. 4 Lane County	April 1, 1982
Columbia Pacific Construction Co. No. 9364	Blind Slough (Barendse Rd.) Bridge Clatsop County	April 6, 1982
C.W. McCallen Const.Co. No. 9085	SW Hall Blvd.-SW Oak St. Washington County	April 7, 1982

April 8, 1982

Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9269

L.

March 24, 1982

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

CON 5
#9269

Gentlemen or Ladies:

On March 17, 1982, we wrote to you concerning release of final payment on Contract No. 9269 awarded to Tice Electric Company for the Arterial Street Light Conversion Project in Portland, Multnomah County.

Final payment on this contract is $14,996.85 and the total contract amount is $275,061.25. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Tice Electric Company
2139 S.E. Belmont Street
Portland, OR 97214

Fred S. James & Co. of Oregon
111 S.W. Columbia
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9269

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

March 9, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project No. IX-0000(19)
Arterial Street Light Conversion Program (Portland)
Multnomah County

I request your concurrence in the eligibility of costs incurred by the City of Portland through the use of consultants hired to perform services which would have been performed by the City's illumination engineer who had left City employment. The total cost to the City for work performed by five different consultants was $7,833.33.

The enclosed correspondence from Mr. Don Adams and the City of Portland provides additional information concerning the reasons for hiring the consultants, method used, firms utilized, work accomplished and costs for each individual firm.

CL:bkc
Enc.

cc: E. Mershon
R. Hacek
G. Zehner
General Files

Form 734-3122

6

9669

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: October 2, 1981

File No:

11-3-81 Need copies of purchase orders for work performed by consultants. Christianson says FHWA will probably approve. Don Adams will get.
G

TO: D. H. MOEHRING
Project Management Engineer

FROM: D. R. ADAMS
Project Development Manager

SUBJECT: Preliminary Engineering Costs
Arterial Street Lighting Conversion Project
IX-0000(19)

The City of Portland requests federal participation in the cost of engineering services performed by a series of consultants during the preliminary engineering phase of this project. I recommend the cost of these services, in the amount of $7,8333.33 incurred by the City, be approved. To accomplish this, you should forward this request to Vern Skoog, with your concurrance that the consultant selection procedures are acceptable.

The City's reason for hiring the array of consultants was due to a loss of their illumination engineer, who normally would have performed these services. This rationale and the details covering the $7,833.33 spent by the City is contained in the attached letter from Dave Hill.

The City contends that they followed the guideline of the OMB circular A-102, Attachment O, Section 6, which does not permit or require federal grantor pre-award review and approval for contracts under $10,000. Originally, denial of their billing was based on the guideline titled, "Code of Conduct and Procedures for Selecting Consultants", between the State and local governments. This guideline requires prior approval for any consultant agreement. On the surface, it appears inconsistent with the federal guidelines.

The following is a summary of the preliminary engineering costs incurred by the City which is reflected in the attached billings that occurred prior to and after the federal project approval date of March 31, 1980.

> Prior to 3/31/80 - The City hired Independent Testing Laboratories (IDL) to prepare general standards and specifications for the lighting project at a cost of $55,796.16. Also, during this period, the City expended $6,702.33 for their engineering costs. These expenditures are non-reimbursable and are included only for information.
>
> From 3/31/80 to 3/11/81 - The City hired an array of consultants and entered into service contracts with the assumption that federal and State approvals were not required for contracts less than $10,000. The professional services cost the City $7,833.33.

May 4, 1981 billing - The $7,8333.33 amount for professional services was not approved for payment. This bill also included costs incurred prior to the project approval date which were non-reimbursable. However, the services billed were for needed work incorporated into the contract and the bill is a legitimate charge against the project.

The August 3, 1981 billing - Billing submitted by the City has been approved by our staff in the amount of $21,766.46. This billing did not include the cost incurred prior to federal project approval or the cost of the professional services paid by the City during the preliminary engineering phase.

I recommend payment of 85 percent of the $7,833.33 to the City for the consultant services. The City did follow the proper procedures for hiring these consultant services under the guidelines of the federal OMB circular A-102.

Since there appears to be a conflict between the federal guidelines and our agreement, a review by your staff is appropriate. Possibly our guidelines should be modified to address the procedures for small service contracts under $10,000.

po

cc: Jim McClure
Don Fantz
Vern Skoog

IX-0000 (19) File

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Office of Public Works Administrator
621 S.W. Alder
Portland, Oregon 97205

June 29, 1981

Don Adams
ODOT Metro
5821 NE Glisan
Portland, OR 97201

Dear Don,

The preliminary engineering for the Arterial Street Light Conversion Project has been completed. The City is preparing a final billing for preliminary engineering. City staff has charged $21,766.46 for time and materials for this project after project authorization March 31,1980 (another $6,702.33 was charged prior to project approval). In reviewing the billing a question has arisen.

In June 1980, the City's only illumination engineer left City service. This left the City without an electrical engineer to finalize, sign and stamp the final plans. It also meant the City had no one to work out design details. As a result, the City's Street Lighting Manager, following the City's approved consultant selection procedure and the guidelines in the Federal Office of Management and Budget's circular A-102, hired a series of consultants to perform the services which would have been performed by the illumination engineer.

The total cost of all of the contracts was $7,833.33. OMB Circular A-102, attachment O, section 6 does not permit or require Federal grantor pre-award review and approval for contracts under $10,000, therefore, the Street Lighting Manager did not submit them for pre-award review and approval.

The City initially hired Independent Testing Laboratories to prepare preliminary plans, lighting standards, spacing standards and equipment specifications for the Arterial Street Light Conversion Project prior to Federal Authorization. The intent was to get the preliminary work for the project underway so a contract for installation of the luminairs could be awarded as soon as the FY 81 allocation became available. In addition $692.16 was spent for temporary typing services (Dunhill Temporary Services) and $104.00 was spent for professional services from Zia Associates. This work cost $55,796.16 and was paid for with City funds.

The following consultants were hired after Federal Authorization (March 31, 1980):

Independent Testing Laboratories (ITL) - who prepared the preliminary report and plans - received a second contract to prepare a technical report and technical appendix for their report Street Lighting Analysis, Standards and Specifications for the City of Portland, Oregon at a cost of $2,500. This additional technical information was needed to check the plans. The City didn't have enough experience with Sodium Vapor Lamps to develop this information on its own and ITL had this information readily available. This contract was awarded in late May 1980.

H. Lowell Lazara - an illumination engineer who reviewed and made minor changes to the plans to improve the function of the system. This provided the review necessary for the City to sign and stamp the plans (this work was performed in August 1980, at a cost of $2,543.89).

$3343.18

In December Mr. Lazara developed a Roadway Classification Spacing Limits chart and used the chart to determine luminaire types for 70 segments of the Arterial Street Light Conversion Project (at a cost of $799.29). This contract was awarded in early August 1980.

Dunhill Temporary Sercices provided secretarial services for the project in September 1980 at a cost of $91.20 due to the lack of available secretaries to do required typing during this time period.

El Con Associates, Inc. who reviewed the specifications for the project and recommended changes (at a cost of $304.70). This contract was awarded in late August 1980 and the work was performed in November 1980.

Mary Garrard - who performed technical mapping work for the project at a cost of $794.25. This was because there were no City draftsmen available for this project and because it was impractical to hire a draftsman from the Civil Service List for the estimated 130 hours of work required. This work was performed in October 1980.

Independent Testing Laboratories, Inc. - who tested the electrical and illumination characteristics of the equipment to be used in the project. The pruchase order for this work was issued in December 1980. The cost for this work was $800.

These costs were incurred on behalf of the project. Approved City consultant selection procedures were utilized. Federal OMB circular A-102 was considered. The intent was to advance the project to the construction phase as quickly as possible by hiring consultants to finish the PE instead of waiting for the City to hire another Lighting Engineer. The total cost of PE for this project to ff then would be 85% of $29,599.79 or $25,159.82 for a project that cost in excess of 1 million dollars.

I am therefore requesting that these costs be determined eligible for reimbursement as part of the Project.

Sincerely,

G. David Hill

Dave Hill, Engineer IV
Program Management Division

LDJ:STR:daj

cc: Bill Hughes
Charlie Graham

9269

L.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Portland

WEEK ENDING: 8/28/81

SECTION PREFIX: 226-1006

HIGHWAY: Arterial City Streets

COUNTY: Multnomah

NAME OF JOB: Arterial Street Light Conversion Proj.

KIND OF WORK: Conversion of existing MV lights to HPSV

CONTRACTOR: Tice Electric Company

CONTRACT NUMBER: 9269

FEDERAL AID PROJECT NUMBER: IX 000(27)

DATE OF CONTRACT: 3/16/81

DATE WORK STARTED: 3/23/81

ESTIMATED COMPLETION DATE: 8/12/81

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION 1

SPECIFIED WORK DAYS ---

WORK DAYS USED ---

SPECIFIED CALENDAR DAYS 150

CALENDAR DAYS USED 166

SPECIFIED COMPLETION DATE: NA

PERCENT OF TIME ELAPSED: 111

PROJECT AUTHORIZATION $ 1,265,006.25

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST $468,544 54

EXCLUSIVE OF ENGINEERING: $ 1,175,050.25

ENGINEERING AUTHORIZATION $ 89,956

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 20

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,175,050.25

ENGINEERING COST TO DATE $ 16,247

DATE PROJECT WAS COMPLETED: 8/28/81

ESTIMATED PERCENT OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 18 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		
			Luminaires XXXXXX	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			6258				
TOTAL QUANTITIES CORRECTED TO DATE			6200				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			6061				
AVERAGE DAILY QUANTITIES			12 *				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			41				
NUMBER OF SHIFTS PER DAY			1				
HOURS PER SHIFT			8				

EQUIPMENT USED DURING THE WEEK: High Ranger

* Represents one day conversion, rest of week repairs.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	FAIR	1		
MONDAY	FAIR	1		
TUESDAY	FAIR	1		
WEDNESDAY	FAIR	1		
THURSDAY	FAIR	1		
FRIDAY	FAIR	1		
SATURDAY				

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CONSTRUCTION BRANCH
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	NO WORK	
MONDAY	NO WORK	
TUESDAY	NE Lombard Street NE 7/Fremont	11 1 12
WEDNESDAY	NO WORK	
THURSDAY	1 CREW - REPAIRS	
FRIDAY	1 CREW - REPAIRS	
SATURDAY		

REMARKS

Second notice filed on 8/28/81

SIGNED William A. LOCATION PTLD

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

9269

L.

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

August 24, 1981

Tice Electric Company
2139 S. E. Belmont
Portland, OR 97214

Re: Time Extension Request
Arterial St. Light Conversion
Project
FAP No. IX-0000(27)
Contract No. 9269

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 16 calendar days is granted due to extra work performed under Price Agreement No. 1.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt "
M. Smith "
W. A. Hughes
Bob Church
FHWA "

RECEIVED
STATE HWY ENGR
AUG 24 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: August 12, 1981

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: ARTERIAL STREET LIGHT CONVERSION PROJECT
ARTERIAL CITY STREETS
CONTRACT NO. 9269

Attached is a time extension request from the contractor for 16 days for reasons listed in his letter. Also enclosed is the Resident Engineer's letter explaining more in detail the special provisions of the contract and analyzing the 16-day time extension request. I agree with his analysis and recommend the 16 days be granted.

8-21-81
CTK -
I concur.

MC/cp
Attachments
cc William Hughes, City of Portland

RECEIVED
AUG 13 1981
CONSTRUCTION BRANCH

____ASHE____ ____OM____
____CAE____ ____CA____
____FOE____ ____LE____
____QCE____ ____TC____
____SCS____ ____FE____
____EEO____ ____CP____

TICE ELECTRIC ELECTRICAL CONTRACTORS

July 23, 1981

Street Lighting Division
Department of Public Works
City of Portland
621 S.W. Alder Street
Portland, Oregon 97205

Attention: Mr. William A. Hughes

Reference: Arterial Street Light Conversion Project
OSHD Contract No. 9269

Subject: Contractor's Request for Increase in Number of Workdays to Complete Construction Contract

Dear Mr. Hughes:

When our Proposal for the Arterial Street Light Conversion Project was prepared, we expected to receive and install the appropriate City-furnished equipment and to complete the required Field Test (per 651.47) within the specified 150 calendar days. We had no way of anticipating the amount of repair, replacement or adjustment necessary to fully operate the City-furnished equipment. Moreover, inspite of the best efforts of many of us to coordinate the work with the two (2) utility companies, many areas without adequate power still exist. Hence initial connection, field testing and subsequent maintenance (if necessary) cannot ocur.

In view of the situation discussed above, this Contractor requests that the State grant an extension of sixteen (16) calendar days to the contract. This added period will allow the Contractor time to provide repair and maintenance following the Phase E luminaire installation and 7-day "burn-in" period.

Yours very truly,

TICE ELECTRIC COMPANY

G.S. Gregersen

Gordon S. Gregersen
Project Manager

GSG:vm
cc: File (1873)
encl.

2139 S.E. Belmont • Portland, OR 97214 • (503) 233-8801

9-49 L.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-166	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County MULTNOMAH
MODIFICATION NUMBER 1	6-19-81	Project Number IX-0000(27)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on March 24, 19 81,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,631,593.00	$ 1,280,000.00
Federal funds	$ 1,386,854.00	$ 1,088,000.00
Other revisions		

This modification is made for the following reasons: To release federal funds in order to fund other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of June, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon May 28, 1981

deral Aid Project
No. IX-0000(27)

Arterial Street Light Conversion
Portland Arterial City Streets
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y030
Illumination (City Streets)

Mobilization	All Required	$ 16,300.00
Roadway Illumination Installation, Phase A	All Required	45,800.00
Roadway Illumination Installation, Phase B	All Required	56,300.00
Roadway Illumination Installation, Phase C	All Required	47,850.00
Roadway Illumination Installation, Phase D	All Required	56,300.00
Roadway Illumination Installation, Phase E	All Required	51,500.00
		$274,450.00

Anticipated Items

City Furnished Luminaires, Lamps and Controls	All Required	$ 850,000.00
	SUBTOTAL	$1,124,450.00
	Engineering	140,556.00
	TOTAL	$1,265,006.00

Length of Roadway ----------- 0.0 mi.

Federal Funds (85%)----------	$1,075,255.00
City Funds ------------------	189,751.00
SUBTOTAL	$1,265,006.00
Reserve (Federal Funds)-----	12,745.00
Reserve (City Funds)--------	2,249.00
TOTAL	$1,280,000.00

Group 1	100%
Contract No.	9269
Prefix	226-1905
Prefix	226-1006

9264

STATE COPY

TO BE COMPLETED BY FHWA 4-6	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3/24/81	STATE OREGON COUNTY MULTNOMAH PROJECT NO. IX-0000(27)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Arterial Street Light Conversion Program (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-4-81	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,631,593.00	$ 1,386,854.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: R.B. Hathaway (Acting)

Date executed by Division Administrator MAR 24 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon March 19, 1981

Federal Aid Project
No. IX-0000(27)

Arterial Street Light Conversion
Portland Arterial City Streets
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code Y030
Illumination (City Streets)

Mobilization	All Required	$ 16,300.00
Roadway Illumination Installation, Phase A	All Required	45,800.00
Roadway Illumination Installation, Phase B	All Required	56,300.00
Roadway Illumination Installation, Phase C	All Required	47,850.00
Roadway Illumination Installation, Phase D	All Required	56,300.00
Roadway Illumination Installation, Phase E	All Required	51,500.00
		$ 274,450.00

Anticipated Items

City Furnished Luminaires, Lamps and Controls	All Required	$ 850,000.00
	SUBTOTAL	$1,124,450.00
	Engineering	140,556.00
	TOTAL	$1,265,006.00

Length of Roadway ---------- 0.00 mi.

Federal Funds (85%)---------	$1,075,255.00
City Funds -----------------	189,751.00
SUBTOTAL	$1,265,006.00
Reserve (Federal Funds)-----	311,599.00
Reserve (City Funds) -------	54,988.00
TOTAL	$1,631,593.00

Group 1	100%
Contract No.	9269
Prefix	226-1905
Prefix	226-1006

#7267 6-10-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(27)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00040

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/10/81

8. FEDERAL ROUTE NUMBER Various FAU

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:
Arterial Street Light Conversion Program

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 6/10/81 I approve the revised Construction Costs to a TEC of $1,280,000 Federal Funds $1,088,000.

(Decrease TEC $351,593 Federal Funds $298,854)

RECEIVED
STATE HWY ENGR
JUN 18'81
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig to 6/18

14. DATE 6/10/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9269

1.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 10, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change

I request approval of a program change releasing funds from the projects tabulated below in order to fund projects: 1) IX-0000(38), Arterial Street (Portland) Overlay Project No. 2, and 2), IX-0000(39), Westside Corridor Arterials Section.

PROJECT NO.	SECTION	WORK	FEDERAL FUNDS	APPN CODE
IX-9300(4)	N.W. 26th - N.W. Glisan	PE	$ 73,500	772
IX-0000(8)	N.W. Thurman-S.W. Columbia	PE	10,725	772
IX-9926(6)	Basin-Going Interchange	R/W	33,890	823
IX-0000(27)	Arterial St. Light Conversion Prog.	CO	298,854	772
IX-9326(6)	Hollywood Dist. Trans. Proj.	PE	28,550	772
IX-9809(5)	N.E. Col. Blvd.-N.E. Weidler, Unit 1	CO	382,000	823
IX-9891(3)	S.E. Division - S.E. Powell	R/W	281,981	772
	TOTAL		$1,109,500	

Enclosed are "Revised Project Agreement Estimates" and "Modified Federal-Aid Project Agreements" for each of the tabulated projects as applicable.

JLG:pf
Enclosures

cc: R. N. Bothman, Metro
Judy Smith, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner
General Files

Form 734-3122

9269

February 27, 1981

ACC

Mr. David Vargas
State Highway Coordinator
City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder Street, Room 725
Portland, Oregon 97205

Dear Mr. Vargas:

On February 26, 1981 the Highway Division received a satisfactory bid from Tice Electric Company, 2139 S.E. Belmont Street, Portland, Oregon 97214, for the Arterial Street Light Conversion Project.

The City's financial share based on their bid is:

Contractor's Bid	$274,450.00
Plus 4 1/2% Contingencies	12,350.00
TOTAL	$286,800.00
Less Federal Funds	243,780.00
CITY SHARE	$ 43,020.00
City's Early Deposit (65%)	47,740.00
OVER PAYMENT	$ 4,720.00

This project will be awarded soon and the overpayment will be returned to the City now or after the project is completed. Please let me know of your wishes concerning the overpayment.

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEZ:pf

bcc: Jon Rose, Metro
V. E. Skoog

9269

files

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

February 26, 1981

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAR - 2 1981
☐ M ☐ AM ☐ ADM ☐ RBR ☐ CA ☐ RS
☐ PMS ☐ AS ☐ CE ☐ OS ☐ TA ☐ RUE
☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ F

Margaret J. Meinzer
L.W. Hembree Company
1441 S.E. 82nd Avenue
Portland, Oregon 97216

#9269

Dear Ms. Meinzer:

This letter responds to your letter of February 17, 1981, and confirms our telephone conversation of last week. In our phone conversation, I explained that we will retain the special provision for the Arterial Street Light Conversion Project which requires that the contractor satisfy the inspection requirements of the two privately-owned electric utilities (PGE and PPL).

The work for this project necessarily involves direct contact with utility-owned equipment. Specifically, the contractor is required to contact, and in some cases climb, the utilities' poles and to connect city-owned street lights directly to utility-owned secondary service. Inasmuch as the utilities own and are responsible for the safe and uninterrupted service of this equipment, they have a clear interest in quality control of the contractor's work.

Certain contractors which have performed street lighting work directly for the utilities have been prequalified by the utilities for work on street lighting projects. This prequalification represents the judgment by the utility that these contractors have invested sufficient time and equipment to understand fully and implement properly all the utilities' construction specifications for street lighting work. The utilities may waive or reduce inspection requirements for these contractors.

I encourage you to participate in future bids for street lighting work for the City of Portland. If you have any further questions or concerns, please feel free to call me at any time.

Sincerely,

Mary T. Nolan

Mary T. Nolan
Street Lighting Manager

MTN:cel

cc: Robert Blackeney, PGE
J.M. Brookhouse, PPL
H.S. Coulter, State Highway Engineer
Robert W. Gormsen, Oregon State Highway Dept.
Victor Atiyeh, Governor of Oregon

RECEIVED
MAR 3 - [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Bob G.
noted

L. W. HEMBREE CO.
ELECTRICAL CONTRACTORS
1441 S.E. 82ND AVE. • PORTLAND, OREGON 97216
PHONE: 777-4555 AREA CODE: 503

#9269

February 17, 1981

1-26-81
Gormsen discussed with Jack Sollis- no action necessary-
Fran

Mary Nolan
Street Lighting Manager
621 S.W. Alder Street
Room 715
Portland, OR 97205

Dear Ms. Nolan,

I will be bidding on the illumination project for Oregon State Highway Department of Transportation in Multnomah County February 26, 1981.

This project is called the Arterial Street Light Conversion Project. It amounts to installing replacement luminaires and lamps provided by the City of Portland. The estimated job cost is under $500,000.00 and is a Federal-Aid Project. What bothers me on this job is the clause on page 5 of the Special Provisions that states, "The electric utilities (PP & L and PGE) will require on-site inspection of the contractor's work. The cost of such inspection is the contractor's responsibility and is to be included in his bid. The number and cost of inspections, or if necessary, re-inspections can vary depending on whether the contractor is or becomes approved and qualified to perform work on the utility's lines. Information on the utility's requirements and cost for inspections can be obtained by contacting Robert Blakeney (PGE, 226-8712) and J.M. Brookhouse (PP & L, 238-2853). Bidder agrees, by submission of a bid, that adequate information, as to the utility's requirements for inspection and cost therefor, has been obtained." Upon contacting one of the two agencies I am told that an inspector is required to be on-site at all times, at a charge of $29.00 per hour.

Through my employer I was made aware of a prequalified list of electrical contractors with PGE. They are not required to have the inspection nor include the cost in their bid package.

This is discrimination on a public contract and makes it impossible for us to be competitive.

We feel the clause should be omitted.

Sincerely,

Margie Meinzer

Margaret J. Meinzer
Estimating
L.W. Hembree Co.
A Woman Owned Enterprise

MJM/ro

CC: Robert Blakeney, Portland General Electric Co.
J.M. Brockhouse, Pacific Power & Light
H.S. Coulter, State Highway Engineer
✓Robert W. Gormsen, Oregon State Highway Dept.
Victor Atiyeh, Governor of Oregon

Section Arterial St. Light Conversion Project (Portland)
Programming Estimate $ 1,483,000
Highway Arterial City Sts
Project Length —
County Multnomah
Completion Time 150 CD
Kind of Work Illumination
Est. Comp. Date Aug. 20, '81
Prefix 226 - 1905
Letting Date Feb. 26, '81
Project No. IX-0000(27)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 468,544.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
City State Furnished Luminaires, Lamps, Controls	850,000	$ 850,000.00
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$1,318,544.00
Contingencies (4-1/2%)		59,334.48
Engineering ([✓ 8], 9, 10%)		105,483.52
~~Subtotal~~		$
Credit for		
Estimated Net Authorization, Construction		$1,483,362.00

APPROVED

Road Design Engineer

NOTED
D. O. Christensen

REC'D
2-4-81
E

OREGON STATE HIGHWAY DIVISION

~~SUMMARY--BID SCHEDULE~~--COST ESTIMA.

Sheet 1 of 1

Date Oct. 13, '80

ection Arterial St. Light Conversion Project (Portland)

County Multnomah

ind Of Work Illumination

Length –

Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	(10%)	43,000
ILLUMINATION					
Roadway Illumination Installation, Phase A		All	All	-	75,480
Roadway Illumination Installation, Phase B		All	All	-	92,752
Roadway Illumination Installation, Phase C		All	All	-	78,880
Roadway Illumination Installation, Phase D		All	All	-	93,500
Roadway Illumination Installation, Phase E		All	All	-	84,932

9269

February 9, 1981

ACC

Mr. David Vargas
State Highway Coordinator
City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder Street, Room 725
Portland, Oregon 97205

Dear Mr. Vargas:

We have advertised the Arterial Street Light Conversion project for bid opening on February 26, 1981.

Financial sharing of the construction is:

Estimated Contract Amount	$468,544.00
Plus 4 1/2% Contingencies	21,084.00
TOTAL	$489,628.00
City Share: 15% of $489,628.00 =	$ 73,444.00
City's early advance deposit: 65% of $73,444.00 = $47,740.00	

The attached sheet defines the three options for making your advance deposit. Please select an option and submit your advance deposit as described in the instructions.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN
D. E. Swan
Operation Programming Engineer

GEZ:pf
Attachment

bcc w/AD # 861: Jon Rose, Metro
Vern Skoog - Please return completed AD # 861 when advance deposit is received.

2-20-81
Hwy. Acctng Rec'd.
$47,740. G

G

9269

1.

U.S. DEPARTMENT OF TRANSPORTATION • FEDERAL HIGH [illegible]

[illegible]

FROM: E.J. Valach, Acting Division Admin FHWA - Oregon Division	PROGRAM NO. ITEM NO. 00040	Multnomah PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 13 '81
REFER TO [illegible]
FOR
Info | Inves | R/D | O/R | Sign | Act | File

orig to
2-13-81

DATE PS&E APPROVED 2/4/81	DATE AUTHORIZATION EFFECTIVE 2/4/81	FEDERAL ROUTE NUMBER Various FAU STATE ROUTE NUMBER City Streets

GENERAL LOCATION:

Arterial street light conversion program

GENERAL DESCRIPTION OF WORK:

Illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION city furnished luminaires, lamps and controls $850,000
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrnce in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 2/4/81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,631,593 Federal Funds $1,386,854.

A signed copy of the Title Sheet is returned herewith.

DATE 2/4/81	SIGNATURE OF APPROVING OFFICIAL	TITLE for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-831-855

9269

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: ~~December 23, 1980~~
1-23-81

TO: THE FILE

File No: 226-1905

FROM: MAX KLOTZ
Program Manager

SUBJECT: Arterial Street Lighting Conversions
City of Portland

On December 23, 1980, I was advised by Dave Hill of the City of Portland that the City may delay the contract on this project so the funds may be used elsewhere. Dave asked that we leave the request for the construction funds ($1,488,413 ff) at FHWA for the time being. If the Interstate Transfer Funds become available and the money for this project is obligated, we should not go to bid until we hear from Dave Hill.

I told Gary Zehner not to let this job go to bid until he hears from us.

Dave Hill will contact Ted Spence, Don Adams, or me when they have reached a decision.

po

cc: Donald Adams
Ted Spence
Gary Zehner
Joe Gaither

1-23-81
Max wants to know the
latest date for city to
let us know to proceed for
Feb letting. Specs. Sec. says
Jan. 27. FHWA says (Nita) they
will authorize const @ PSE.
Notified Max that Jan 27
is latest date. G

CON

STATE OF OREGON **INTEROFFICE MEMO**

Portland

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: December 30, 1980

FROM: Rod Henry
Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening January 29, 1981

Federal-aid Project No. IX-0000(27) Highway No. 726 - City

Federal-aid Project Name Arterial Street Light Conversion Proj. (Portland)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project. This report does not include the status of Railroad & Utilities' files that may be in the area of this contract, but are reported separately by our Utility Section.

☒ No additional right of way was acquired. Construction can be accomplished within the existing right of way.

☐ Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * * *

☐ There are no individuals or families to be displaced from residential improvements.

☐ All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

___ Versteeg
___ Anderson
1 Christensen DD
___ Olson
2 Sullivan
___ Terpin
___ [illegible]
___ Wakerlig

RECEIVED
DEC 30 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

FCL:jh

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Contains Recycled Materials

1[illegible]6 Arterial St. Light Conversion

Section Project (Portland) Programming Estimate $ 1,[illegible],000

Highway Arterial City Sts. Project Length —

County Multnomah Completion Time 150 CD

Kind of Work Illumination Est. Comp. Date June 16, '81

Prefix 226 - 1905 Letting Date Dec. 18, '80 Project No. IX - 0000 (27)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 468,544.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
City ~~State~~ Furnished Luminaires, Lamps, Controls . .	948,087 –	$ 948,087.00
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
~~Adjust~~ Utilities:		

Subtotal $1,416,631.00

Contingencies (4-1/2%) 63,748.40

Engineering (8, ~~9~~, ~~10~~%) 113,330.48

~~Subtotal~~ $

Credit for . . . .

Estimated Net Authorization, Construction $1,593,709.88

APPROVED

cc: Max Klotz

NO FAI-K FUNDS AT THIS TIME FROM WASH. D.C.

REC'D. 11-6-80 G

Road Design Engineer

Rev. 5/79

O[illegible]GON STATE HIGHWAY DIVISION
~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 1
Date Oct. 13, '80
ection Arterial St. Light Conversion Project (Portland)
County Multnomah
ind Of Work Illumination
Length –
Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	(10%)	43,000
ILLUMINATION					
Roadway Illumination Installation, Phase A		All	All	-	75,480
Roadway Illumination Installation, Phase B		All	All	-	92,752
Roadway Illumination Installation, Phase C		All	All	-	78,880
Roadway Illumination Installation, Phase D		All	All	-	93,500
Roadway Illumination Installation, Phase E		All	All	-	84,932

9269

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

November 7, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Revision
Item No. 00040
Project No. IX-0000(27)
Arterial Street Light Conversion Program (Portland)
Multnomah County

I request a change of the estimated project cost on the PR-1 forms and in my letter of September 15, 1980 to reflect an increase of $351,076 total estimated cost and $298,414 Interstate Substitution General funds with revised financing as follows:

	TEC	FF	OTHER	%FF
Present	$1,751,076.00	$1,488,414.00	$262,662.00	85
Previous	1,400,000.00	1,190,000.00	210,000.00	"
Difference	$ 351,076.00	$ 298,414.00	$ 2,662.00	"

JLG:bke

cc: R.N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
E.L. Hardt (Region 1)
Gary Zehner
General Files

Form 734-3122

9469 [illegible]

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2,3	Plan

STATE OF OR

DEPARTMENT OF TRA

STATE HIGHWAY

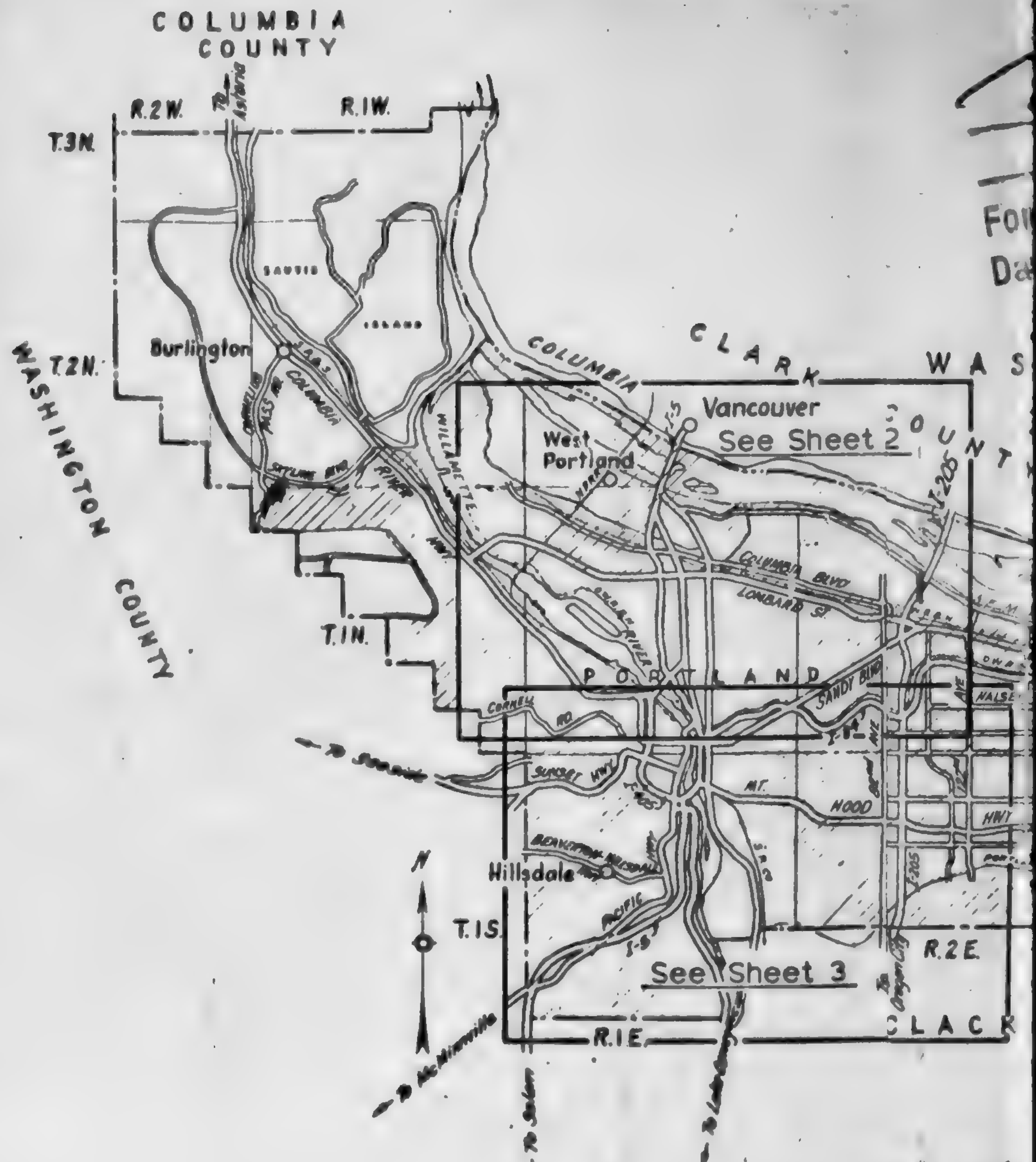
PLANS FOR PROPOSED

ARTERIAL ST. LIGHT CONVERSIO

ARTERIAL CITY S

MULTNOMAH COU

Fo
Da


COLUMBIA COUNTY
R.2W.
R.1W.
T.3N.
T.2N.
T.1N.
T.1S.
SAUVIE
ISLAND
Burlington
COLUMBIA
CLARK
WAS
COUNTY
Vancouver
See Sheet 2
West Portland
WILLAMETTE
RIVER
WASHINGTON COUNTY
COLUMBIA BLVD
LOMBARD ST.
PORTLAND
SANDY BLVD
SKYLINE BLVD
SUNSET HWY
MT. HOOD HWY
Hillsdale
PACIFIC
See Sheet 3
R.1E.
R.2E.
CLACK
N
To Seaside
To McMinnville
To Salem
To Lake Oswego

Sketch Map

Scale 0 1 2 3 4

ARTERIAL ST. LIGHT CONVERSION PROJ. (PORTLAND) SEC. ARTERIAL CITY STREETS MULTNOMAH COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

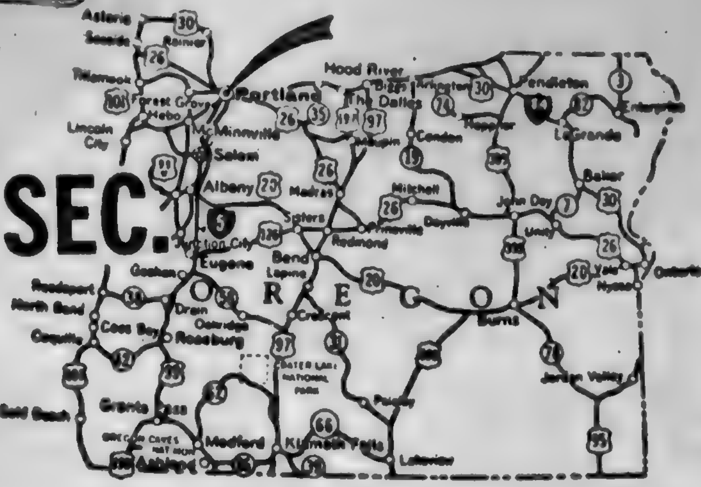
E OF OREGON

OF TRANSPORTATION

IGHWAY DIVISION

FOR PROPOSED PROJECT

PRELIMINARY COPY
OCT 16 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT



Astoria
Seaside
Tillamook
Forest Grove
Hebo
Portland
McMinnville
Lincoln City
Salem
Albany
Madras
Hood River
The Dalles
Biggs
Arlington
Condon
Heppner
Pendleton
La Grande
Enterprise
Baker
John Day
Mitchell
Prineville
Redmond
Sisters
Bend
Eugene
Junction City
Goshen
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Drain
Crescent
Burns
Ontario
Nyssa
Vale
Jordan Valley
Grants Pass
Gold Beach
Medford
Ashland
Klamath Falls
Lakeview
Paisley
O R E G O N
30
26
101
99
97
20
395
95

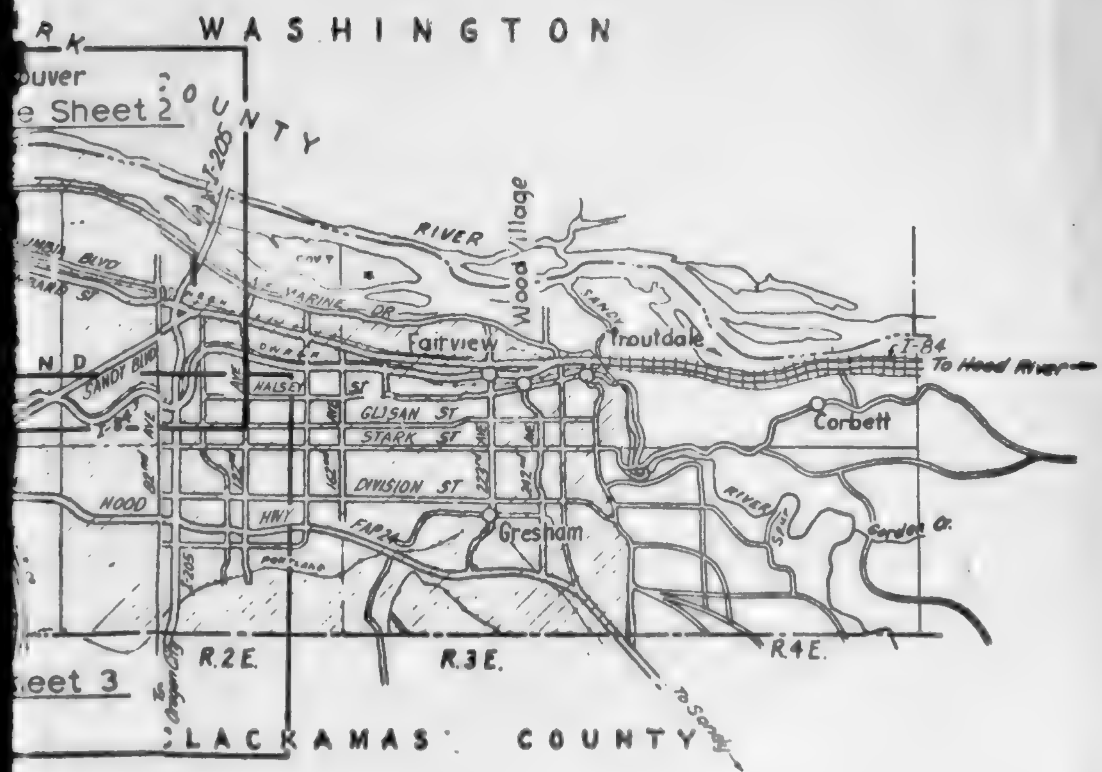
VERSION PROJ. (PORTLAND) SEC.

IAL CITY STREETS

LTNOMAH COUNTY

APPROVED ~~AS NOTED~~
Mary T.
For City of Portland
Date 10-23-80

PRELIMINARY COPY
SUBJECT TO CHANGE



WASHINGTON
COUNTY
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I-205
RIVER
Wood Village
Fairview
Troutdale
I-84
To Hood River
SANDY BLVD
HALSEY ST
GLISAN ST
STARK ST
DIVISION ST
HWY
Corbett
Gresham
Gordon Cr.
R.2E.
R.3E.
R.4E.
To Sandy
eet 3
LACKAMAS COUNTY

Sketch Map
Scale 0 1 2 3 4 Miles

OREGON TRANSPORTATION COMMISSION
Anthony Yturri CHAIRMAN
Tom Walsh VICE CHAIRMAN
Gordon Coleman COMMISSIONER
Peter J. Brix COMMISSIONER
Michael P. Hollern COMMISSIONER
Fred B. Klaboe DIRECTOR OF TRANSPORTATION

PLANS PREPARED FOR

BY: ____________________

PLANS AND SPECIFICATIONS APPROVED BY:

	TITLE	DATE
Mary T.	St. Ltg. Mgr	[illegible]
John M. Lang	City Engineer	[illegible]

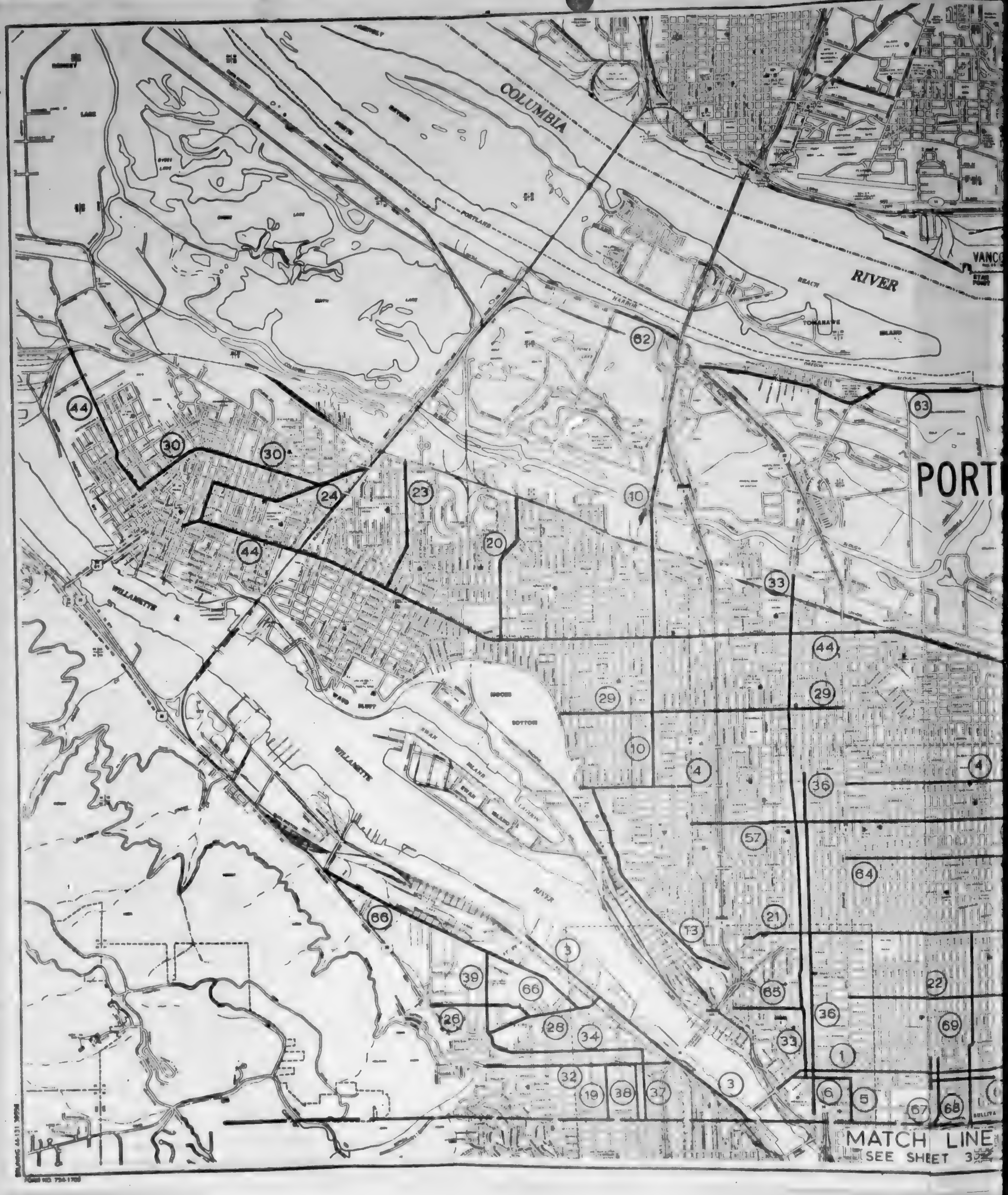
OREGON DEPARTMENT OF TRANSPORTATION CONCURRENCE

____________________ DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER DATE


COLUMBIA
RIVER
PORTLAND
HARBOR
TOMAHAWK
ISLAND
OREGON
SLOUGH
BEACH
VANCO
PORT
WILLAMETTE
WILLAMETTE
RIVER
SWAN
ISLAND
MOCKS
BOTTOM
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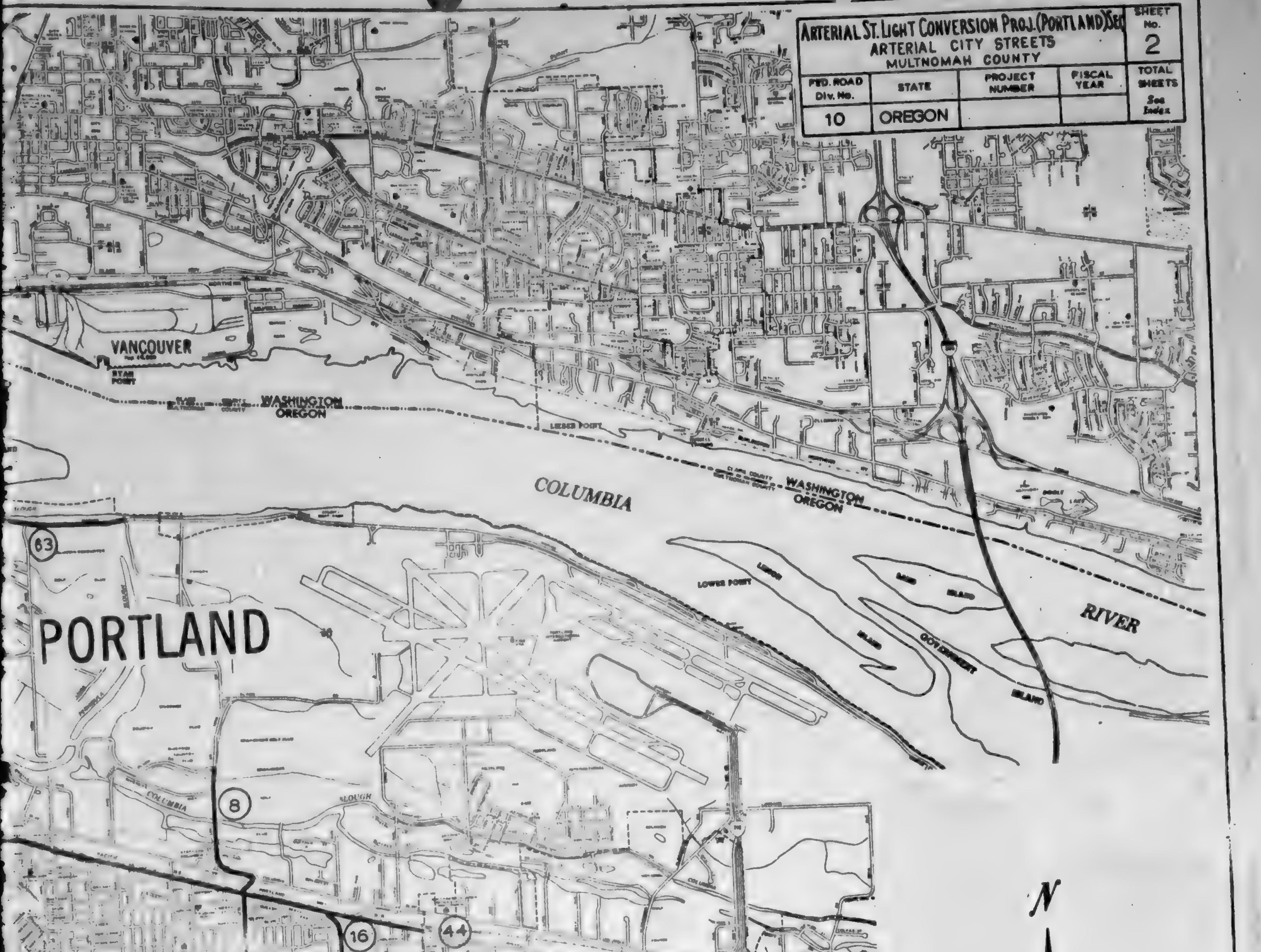
68
SULLIVA
MATCH LINE
SEE SHEET 3

ARTERIAL ST. LIGHT CONVERSION PROJ. (PORTLAND) SEC ARTERIAL CITY STREETS MULTNOMAH COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


VANCOUVER
WASHINGTON
OREGON
COLUMBIA
WASHINGTON
OREGON
RIVER
LOWER POINT
GOVERNMENT ISLAND
63
PORTLAND
COLUMBIA SLOUGH
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SCALE 0 2,000 4,000 6,000 FEET
ATCH LINE
SEE SHIET 3

9269

2.

THE CITY OF
PORTLAND
1851
OREGON

DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

October 23, 1980

NOTED
E. S. HUNTER

Ed Hunter
Oregon Department of Transportation
130 Transportation Building
Salem, Oregon 97310

Dear Mr. Hunter:

The City of Portland is anxious to implement the Arterial Street Light Conversion Project as soon as possible. We look to this project as a means to improve the quality of lighting along many FAU routes and to reduce our long-term operating costs.

While we are understandably disappointed that the project has been delayed a month due to funding problems, I want to thank you for your attention and cooperation in trying to push this project through for an earlier bid advertising.

Sincerely,

Mary T. Nol

Mary T. Nolan
Street Lighting Manager

MTN:mm

RECEIVED
TECHNICAL SERVICES
OCT 24 '80
REFER TO
FOR

Info	Inve	R/D	D,R	Sign	Act	File

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310
9369
Attention: Right-of-Way Section

IT 14/80

Highway # 726

Prefix 226-1905

Subject: Federal Aid Project No. IX-0000(27)
Project Name Arterial St. Light Conversion Proj. (Portland)
City Streets

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 14th day of October, 1980

City of ______

John M Lang
City Engineer

Certified By:

Regional Right-of-Way Supervisor
Date 10/16/80

GV

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

7269

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 15, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00040
Project No. IX-0000(27)
Arterial Street Light Conversion Program (Portland)
Multnomah County

Attached support data consist of PR-1 forms and project maps for the subject project.

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $1,400,000 with obligation of $1,190,000 in Federal funds upon availability of Interstate Substitution General Funds.

This request is based on the January 4 letter to you from Mr. F.B. Klaboe, Director of the Department of Transportation.

JLG:bke
Attachments

cc: R.N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

DATE SUBMITTED TO W. O.: September 15, 1980

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 63	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
		Citywide (Portland)		N/A	---	--	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
	Highway Lighting								IX-	0000

CARD 4

CLASS OF FEDERAL FUNDS: Interstate Substitution General Funded

COUNTY NAME: Multnomah

NAME OF URBAN AREA (17-31): Portland

ROUTE NO.: U — FEDERAL-AID: Various (32) — STATE: City St. (36) (37) — U.S: --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	11	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) Y030		"Arterial Street Light Conversion Program (Portland)."	0.0	1,400,000	1,190,000	---	210,0

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	1,400,000	1,190,000	---	210,0
1	14	JLG			(16) (23)	(24) (33)		

PROGRAM APPROVAL DATES: 10-4-79

REMARKS: Additional Data: Ite
No. IX-0000(19).

2261905

Budget Bureau No. 41-R2067; Approval Expires February 28, 1

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

September 15, 1980

LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Citywide (Portland)		N/A	---	--	10	Oregon	41	823	00040

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
								IX-	0000	(27)	

Interstate Substitution General Funded

COUNTY NAME: Multnomah
CODE: 051

Portland

ROUTE NO.: U
FEDERAL-AID: Various
STATE: City St.
U.S.: ---

PROGRAM STAGE ☐ 1 OR ☐ 2

PE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
ST		"Arterial Street Light Conversion Program (Portland)."	0.0	1,400,000	1,190,000	---	210,000	
JLG		PROJECT TOTALS	0.0	1,400,000	1,190,000	---	210,000	
				(16) (23)	(24) (33)			

L DATES
10-4-79

REMARKS
Additional Data: Item No. 00040; Project No. IX-0000(19).

USCOMM DUSCOMM-DC 48905-

9269

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8231
Date: August 22, 1980

File No: 226-1905

TO: THE FILE

FROM: MAX J. KLOTZ
Metro Program Manager

SUBJECT: Arterial Street Lighting Program
City of Portland
Prefix 226-1905

I advised Steve Macnab that we should submit the construction fund request to FHWA mid to latter September for obligation right after October 1. This should allow an easy December contract or possibly even November if the funds can still be approved locally.

The present estimate of cost for the project is $1,400,000 ($840,000 materials, $424,000 services, and $136,000 E&C).

I am showing an obligation of $1,190,000 ff in the first quarter of 1981 in our program.

MJK:js

cc: R.N. Bothman
D.R. Adams
Gordon Ballard
Steve Macnab
Earl Mershon
Dave Hill, COP

N

9264

2.

July 21, 1980

City of Portland
City Hall
Portland, OR 97204

AGR 4

Attention: George Yerkovich
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 2281

Gentlemen:

Attached for your records are two fully executed copies of an agreement covering the Arterial Street Light Conversion Program.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

Att.

bc Don Harwell (conf. agree. att.)

CON 21-2

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: January 3, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Interstate Transfer Project

The City of Portland is requesting a $1,684,000 project to convert their existing mercury vapor illumination system to a high pressure sodium vapor system on various arterial streets. The City will purchase and stockpile the illumination equipment and will be reimbursed after installation. City will engage a consultant to prepare contract documents for installation of the equipment and to perform construction engineering. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	City Share
Portland	Arterial Street Light Conversion Program	$1,684,000	$1,431,400	$252,000

Metro and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer funds withdrawn from the I-505 Freeway. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H S Coulter

H. S. Coulter
State Highway Engineer

Date 1-7-80

GEZ:pf

[illegible]

[illegible]

9269

OFFICE OF CITY AUDITOR

GEORGE YERKOVICH
CITY AUDITOR

CITY OF PORTLAND
OREGON

July ~~2~~ 3, 1980

MA PDM PDE TSE SPC
ODOT-METRO
JUL 03 1980
AMS PPS PPC FILE T/A

Jon Rose, Regional Federal Aid Engineer
Oregon State Department of Transportation
Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Rose:

Enclosed are quadruplicate copies of contract for conversion of arterial street lighting from mercury vapor to sodium vapor illumination as authorized by Ordinance No. 149816.

Will you please have the proper persons sign all four copies of the contract and return two copies to the Auditor, Room 202, City Hall, Portland, 97204.

Your prompt attention to this matter will be appreciated.

Yours very truly,

George Yerkovich
Auditor of the City of Portland

From Metro JON ROSE Date 7/3/80
To BUZ SWAN
[✓ Program Mgmt.] Traffic Region 1
Comments: Here are 4 copies of the subject agreement, signed by City officials and approved by the Metro Administrator. Please forward for further actions.
Jon Rose

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
JUL 9 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9269

79-41

THE CITY OF
PORTLAND
1851
OREGON

OFFICE OF
PUBLIC WORKS

MIKE LINDBERG
COMMISSIONER

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4145

TECHNICAL
SERVICES UNIT
APR 29 1980

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐ 5
REFERRED TO
FOR
FILE: PM FA LG.

April 25, 1980

Max Klotz
Technical Service Engineer
ODOT-Metro
5821 NE Glisan
Portland, OR 97213

Dear Max:

This letter is a request for the City of Portland to be allowed to use its own funds in lieu of Federal funds to implement the Arterial Street Light Conversion Program. The reason for this request is that there has been identified a significant shortfall of (e)(4) Transfer funds for the remainder of FY 80. In order to construct projects and not delay ongoing PE and R/W work on others, the remaining available Transfer funds were assigned to these projects. This left the Arterial Street Light Conversion Program without sufficient funds for implementation. Because of high energy costs and savings anticipated through conversion of these lights, the City feels that it would be in its best interests financially to implement the project as soon as possible.

The City would supply all of the needed funds to ODOT for implementation of the project with the Feds repaying to the City of Portland through ODOT the Federal share (85%) of the eligible project costs when further Transfer funds become available (expected about Dec. '80 - Jan. '81).

Presently the City has an authority for PE only. We anticipate being able to go to construction as soon as the authority to construct is granted. Assurances should be given to the City that both FHWA and UMTA will approve this scheme and that obligational authority to construct this project has been granted in order to ensure the City's being repaid.

cc: Buz Swan 4-29-80. EdM

5-19-80
No Action needed on
this – New letter coming
says Max.

The present estimated costs of the project elements are:

Undepreciated Book (City pays for)		750,000
Preliminary Engineering		150,000
Labor		465,000
Equipment		1,022,000
	Total Project Cost	2,387,000
	Total Eligible Project Cost	1,637,000
	Federal Funds req. @ 85%	1,391,450

Please let us know as soon as possible concerning this matter. If you have any questions, please call me at 248-4643.

Sincerely,

L. David Hill

L. David Hill, Engineer IV
Program Management
Bureau of Street & Structural Engineering

LDH:lh

cc: Ted Spence
Mary Nolan

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

TECHNICAL
SERVICES UNIT

APR 29 1980

STREET LIGHTING STANDARDS

MAYOR: CONNIE Mc CREADY

COMMISSIONER: MIKE LINDBERG, PUBLIC WORKS

COMMISSIONER: FRANCIS J. IVANCIE
COMMISSIONER: CHARLES JORDAN
COMMISSIONER: MILDRED SCHWAB

ADOPTED BY CITY COUNCIL
ORDINANCE NO. 149210
FEBRUARY 28, 1980

CITY OF

STREET LIGHTING

Class	Portland Street Classification	Horizontal Illumination E_h		
		E_h(ave) fc	Ave / Min	Max / Min
1	Regional Trafficway	⩾1.2	⩽3	⩽9
2	Major Traffic – Major Transit	⩾1.0	⩽3	⩽9
3	Neighborhood Collector – Major Transit	⩾0.7	⩽3	⩽9
4	Neighborhood Collector – Minor Transit	⩾0.5	⩽3	⩽9
5	Local Service	⩾0.2	⩽6	⩽20
6	Intersections			

Explanatory notes on following page.

PORTLAND STANDARDS

Luminance L			
L_{ave} fL	$\frac{\text{Ave}}{\text{Min}}$ (Overall)	$\frac{\text{Max}}{\text{Min}}$ (Overall)	$\frac{\text{Max}}{\text{Min}}$ (Longitudinal)
$\geqslant 0.30$	$\leqslant 2.5$	$\leqslant 5$	$\leqslant 2.5$
$\geqslant 0.24$	$\leqslant 2.5$	$\leqslant 5$	$\leqslant 2.5$
$\geqslant 0.18$	$\leqslant 2.5$	$\leqslant 5$	$\leqslant 2.5$
$\geqslant 0.12$	$\leqslant 2.5$	$\leqslant 5$	$\leqslant 2.5$
$\geqslant 0.06$	$\leqslant 5$	$\leqslant 10$	None

$L_{ave(i)} \geqslant 1.5\ L_{ave(r)}$

Unif. $\frac{L_{ave(i)}}{L_{min\ (i)}} \leqslant 2.5$

Glare		
GM	TI	L_v
$\geqslant 6$	$\leqslant 20$	$\leqslant .05$
$\geqslant 6$	$\leqslant 20$	$\leqslant .04$
$\geqslant 6$	$\leqslant 20$	$\leqslant .03$
$\geqslant 6$	$\leqslant 20$	$\leqslant .02$
$\geqslant 4$	$\leqslant 25$	$\leqslant .05$
$\geqslant 7$	$\leqslant 10$	$\leqslant .05$

Horizontal Illumination, E_h:

a. The value of average horizontal illumination, $E_h(ave)$, is measured in footcandles (fc) and calculated as the average over the area of the traffic lanes including the center median and bike lanes, if any. The area for $E_h(ave)$ does not include parking lanes, sidewalks, berm, or other areas outside of the vehicular traffic lanes. A parking lane will be assigned 7 ft of width.

b. For design calculations, the end-of-life lamp lumens will be used together with an appropriate luminaire maintenance factor.

c. $E'_h(ave)$: The $E'_h(ave)$ is for areas out to 15 ft to each side of the outside traffic lane and shall be lighted to $\geqslant$0.2 fc(ave) if such areas are used for parking or pedestrian traffic. No ratios are specified for the side areas.

d. Ave/Min values of horizontal illumination are related to twin-beam luminaires at 30-40 foot mounting heights.

Luminance, L:

a. L_{ave}, measured in footlamberts (fL), is the average luminance within the traffic lanes from a transverse line 100 ft ahead to about 400 ft ahead of the observation point. The lateral boundaries shall include the area of the traffic lanes. At least 20 points shall be used to calculate L_{ave} with at least 5 points along the centerline of the outside lane.

The individual luminance points shall be calculated or measured from a point 4.5 ft above the roadway located approximately in the center of the outside lane and at a longitudinal point along the centerline spaced to include the maximum longitudinal variations in road luminance.

For 2-way traffic roadways, the luminances shall be determined for each direction of traffic if the luminance pattern is assymetric.

b. Field measurements will be made with a suitable telephotometer using an acceptance aperature with a 2 arc minute vertical angle. At least 20 points will be measured on the roadway within the prescribed area at approximately equal angular increments.

c. The L_{ave}/L_{min} ratios shall be calculated for each observer location and shall consider all of the individual luminances within the area. The ratio of L_{ave}/L_{min} shall be met for all observer locations.

d. The L_{max}/L_{min} ratios shall be calculated overall and along the centerline of the outside lane for each direction of traffic.

Glare:

Glare will be evaluated by two criteria: (1) discomfort glare and (b) disability glare.

a. Discomfort Glare

The discomfort from glare is described by a Glare Control Mark. GM, which expresses on an ordinal scale the subjective appraisal of the degree of discomfort experienced. The value of GM is associated to different glare sensations as follows:

GM-1 "Unbearable"
GM-2 "Disturbing"
GM-5 "Just admissible"
GM-7 "Satisfactory restriction"
GM-9 "Unnoticeable"

The wordings are not intended to indicate an absolute level of glare. They are listed here as used in the International Commission on Illumination (CIE) experiments.

The subjective appraisal of the glare and the associated value of the Glare Control Mark depend on the photometric and geometric characteristics of the lighting installation.

b. Disability Glare

The method for evaluation of disability glare is based on the Holladay formula. According to the formula, the effect of glare is quantified by an equivalent uniform luminance which describes the effect of the stray light in the eye: lowering the contrast. The relative threshold increment, TI, is expressed as the difference between the threshold under glare condition and its value without glare, expressed in percent of the value without glare.

The veiling luminance, L_V, represents the illumination at the eye due to glare sources and is the equivalent uniform luminance, in footlamberts, superimposed over the entire visual field.

c. Recommendations on Glare

The recommendations concerning the restriction of glare in road lighting installations have been given in terms of GM and TI. These values should be considered as minimum requirements. If higher values for G and lower values for TI are economically feasible, preference should be given to such an improvement of the glare restrictions.

Field measurements of glare should be made using a telephotometer located at the luminance observation location. The photometer should use a 6 arc minute aperture (approx. 2-inch circle at 100 ft) and should have a mount that can give vertical and horizontal angles with respect to a reference line of sight. All sources within the normal field of view of a driver that are greater than about 20 times the average road luminance should be measured for maximum luminance within a 6′ cone angle. The approximate field of view will be ±30° horizontal, +20° vertical to -5° vertical. The location and magnitude of each source should be recorded. If the sources subtend a solid angle greater than 0.0002 steradians (2 ft^2 at 100 ft), separate measurements should be made in each incremental solid angle.

Intersections:

a. The area used to determine L_{ave} will be that roadway area within the traveled lanes extending from the centroid of the intersection along each lane to a transverse line 10 ft beyond the point of entry.

b. $L_{ave(i)}$ is the average luminance in the intersection, $L_{ave(r)}$ is the average luminance of the intersecting road with the highest value, and $L_{min(i)}$ is the minimum luminance in the intersection.

9269

April 10, 1980

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

CON 21-2

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed quarterly as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland and Salem urbanized areas submitted to the Federal Highway Administration during the months of December 1979 through March 1980 are the following:

A. Portland

1) Arterial Street Light Conversion Program (Portland)
2) Greeley Ave./I-5 Interchange Sec.
3) NW Kittridge St.-Stadium Freeway Sec.
4) Westside Corridor Project ("Interim" work program)
5) Portland Traffic Signals @ 5 Locations
6) SE 182nd Ave.-Birdsdale Ave. (Gresham) Sec.
7) Ross Island Br.-Clackamas Hwy. Sec.
8) Powell Butte/Mt. Scott Study Area (Portland) Sec.
9) N. Columbia Blvd. @ N. Portland Rd. Ramp (Portland) Sec.
10) W. Burnside St. @ SW Tichner St. (Portland) Sec.
11) SE Portland Signal Modifications @ 10 Locations
12) NE Sandy Blvd. @ 50th Ave. & 70th Ave. (Portland) Sec.
13) Arterial St. (Portland) Overlay Program

B. Salem

1) Pine St.-Division St. (Salem) Sec.

NOTE: There were no projects submitted for the Portland or Salem urbanized areas for the month of December 1979.

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely,

F. B. Klaboe
Director

JLG: jv
bc: H.S. Coulter
L.W. Rulien
D.H. Moehring
R.N. Bothman
E.S. Hunter
C.O. Fredrickson

9269

4-2-80

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

Portland

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Arterial Street Light Conversion Program

HIGHWAY NUMBER:

HIGHWAY NAME: Various Commercial Arterial Streets (City of Portland)

REGION 1	ADMINISTRATIVE DISTRICT	COUNTY Multnomah	CITY Portland
LENGTH 116 mi.	MILEPOST NUMBER TO	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Portland

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER e(4)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☒ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Convert existing mercury vapor street lights on commercial arterials to high pressure sodium vapor.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

Approved 4-2-80

Frank E.

Location Engineer

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES		
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☒	☐	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	■	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type ______________________

4 - WORK ITEMS

		TO BE PERFORMED BY	
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☒
RIGHT–OF–WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☐	☒

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(3.0)	8.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3.0

RECOMMENDED CONSTRUCTION DATE	______ (Region)	______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 79,000	$ 79,000
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION	1,429,700	1,429,700
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Undepreciated book value of existing luminaires. (No federal aid participation)	746,800	
ENGINEERING & CONTINGENCIES	225,000	225,000
PROJECT TOTAL	$ 2,480,500	$ 1,733,700

SUBMITTED BY ______________________________

9269

L.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-31-80

FEDERAL AID PROJECT NO. X-0000(19)

STATE PROJECT NO. see below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 00040

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 3'80
REFER TO, [illegible]
FOR
Info | Inves | R/D | [illegible] | [illegible] | Act | File

4/3 [illegible]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 31 3/~~XX~~/80	FEDERAL ROUTE NUMBER Various STATE ROUTE NUMBER City Streets

GENERAL LOCATION:

Aterial Street Light Conversion (Portland)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Inclucing Utility preparatory work
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 2/20/80 letter you are authorized to proceed with the above work at a TEC of $79,000 with Federal participation limited to $67,150.

(Advice dated 3/20/80)

DATE 31 3/~~XX~~/80	SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]	TITLE for Division Administrator

FORM PR-1240
(REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-855

9269

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 20, 1980

In Reply Refer to
File No.:
PRO 6-2

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00040
Project No. IX-0000(19)
Arterial Street Light Conversion Program (Portland)
Multnomah County

Attached data consists of PR-1 form with project maps, copy of location prospectus and Authority for Survey.

We request the following:

1) Financing for the project utilizing Interstate Substitution General funds. Approval of this request will involve an estimated total cost of $79,000, with obligation of Federal funds of $67,150.

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work in accordance with the Oregon Action Plan, Federal Regulations & Statutes.

These requests are based on January 4 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.

DRH:fkc
Attachments

cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

PE BY CITY
NO ADV. DER
2

H

Form 734-3122

Budget Bureau No. 41-R20

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 2-20-80

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 Citywide (Portland)	**ADT**	PRESENT N/A	FUTURE (66) (70) N/A	YEAR (71) (72) --	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Preliminary Engineering	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) 14 23 IX-	NUMBER 7 0000

CARD 4	CLASS OF FEDERAL FUNDS 20 Interstate Substitutions General Funded	COUNTY NAME Multnomah					
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID Various	(32)	STATE City St.	(36) (37)	U.S. - -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (City)
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.0	79,000	67,150		11,850
5					**ROW**							
5					**CONST** (CODE)		"Arterial Street Light Conversion Program (Portland)"		(1,604,768)	(1,364,052)		(240,716)

CARD 1	CODE 1	PREPARED BY	DRH	PROJECT TOTALS	0.0	79,000	67,150		11,850
1	14	PROGRAM APPROVAL DATES	10-4-79			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

2-20-80

CATION (45 typewriter spaces) wide (Portland) 65	ADT	PRESENT N/A	FUTURE N/A (66) (70)	YEAR -- (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)

APPN CODE 823 (4) (9)
ITEM NO. 00040 (14) (18)

typewriter ng 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	

PROJECT NUMBER
PREFIX LETTER (S) IX- 14 23
NUMBER 0000 7 13
SEQ. NO. (19)
I. Projects Only: POST MI. (24) (26) DESIG. 27

terstate Substitutions General Funded

Portland

COUNTY NAME Multnomah CODE 051 (16)

ROUTE NO. U
FEDERAL-AID Various (32)
STATE City St. (36)
U.S. - - (37) (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (City)	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
			0.0	79,000	67,150		11,850	
T		"Arterial Street Light Conversion Program (Portland)"		(1,604,768)	(1,364,052)		(240,716)	
DRH		PROJECT TOTALS	0.0	79,000	67,150		11,850	
				(16) (23)	(24) (33)			

REMARKS

DATES 10-4-79

- over -

USCOMM DUSCOMM-DC 48905-P61

Arterial Street Light Conversion Program (Portland)
Project No. IX-0000(19)

Existing Facility: 20' to 60' asph. surf. streets with 10' to 12' travel lanes and parking on most streets. Almost all streets in this project are curbed with sidewalks. See attached list.

Project Data: The work consists of all phases of preliminary engineering including utility preparation work for future conversion of existing mercury vapor lights on commercial arterials to high pressure sodium vapor lights.

Right-of-Way: No additional required.

System Action, Water Developments, Airports, Railroads, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project under Para. 10e.

FHPM 4-1-4 Requirements:
a) State Clearinghouse - A-95 review exempt.
b) Dist. 2 Clearinghouse - Satisfied by inclusion in MSD TIP.

FHPM 7-7-5 Requirements:
a) Public Hearings - Not required under Oregon Action Plan.
b) Location/Design - Not a factor in the development of this project.

NOTE: 1) The project is in Congressional District No. 1 and 3.
2) Included in MSD FY 80 TIP/AE on pg. 169 as number 310.

COMMERCIAL ARTERIAL CONVERSION SEGMENT LOCATIONS

STREET	FAU ROUTE #	FROM TO
SE Foster Road	9776	SE 111th Ave. to SE 117th Ave.
SE Foster Road	9776	SE 50th Ave. to SE 103rd Ave.
SE Union Ave.	9809	SE Division Street to SE Broadway
SE Grand Ave.	9809	SE Division Street to SE Hawthorne Blvd.
SE 82nd Ave.	9713	SE Burnside Street to South City Limits
SE Powell Blvd.	FAP24	SE 50th Ave. to SE 82nd Ave.
SE 17th Ave.	9761	S City limits to SE Nehamem Ave.
SE Milwaukie Ave.	9765	SE Nehalem Street to SE Clinton Street
SE McLoughlin Blvd.	FAP26	SE Reedway Street to SE Division Street
SE Division Street	9800	SE Mill Street to SE 50th Ave.
SE 50th Ave.	9845	SE Hawthorne Blvd. to SE Powell Blvd.
SE Hawthorne Blvd.	9366	River to SE 50th Ave.
SE Madison Street	9366	River to SE 12th Ave.
SE 8th Ave.	9763	SE Division Street to SE Powell Blvd.
SE 12th Ave.	9765	SE Clinton Street to NE Oregon Street
SE 11th Ave.	9765	SE Clinton Street to SE Stark Street
SE 7th Ave.	9807	SE Division Street to SE Washington Street
SE Belmont Street	9808	SE 12th Ave. to SE 45th Ave.
SE Stark Street	9810	SE Union Ave. to SE 14th Ave.
SE Morrison Street	9808	SE 12th Ave. to SE 26th Ave.
SE Ankeny Street	9818	SE 3rd Ave. to SE 20th Ave.
NE Sandy Blvd.	9326	SE Washington Street to NE 82nd Ave.
NE Irving Street	9903	NE 12th Ave. to NE 20th Ave.
NE 16th Ave.	9815	NE Burnside Street to Banfield Freeway
NE Glisan Street	9834	NE Sandy Blvd. to NE 32nd Ave.
NE Halsey Street	9904	NE Union Ave. to NE 16th Ave.
NE Halsey Street	9858	NE 39th Ave. to NE 92nd Ave.
NE 33rd Ave.	9823	NE Sandy Blvd. to NE Broadway
NE Oregon Street	9903	Steel Bridge to NE 16th Ave.
NE 16th Ave.	9903	NE Oregon Street to NE Hancock Street
NE Holladay Street	9903	Steel Bridge to NE 15th Ave.
NE 15th Ave.	9903	NE Holladay Street to NE Hancock Street
NE Multnomah Street	9896	NE 3rd Ave. to NE 16th Ave.
NE Weidler Street	9318	Broadway Bridge to NE 24th Ave.
NE Broadway	9318	Broadway Bridge to NE 40th Ave.
NE Union Ave.	9809	NE Broadway to NE Marine Drive
NE 82nd Ave.	9713	City Boundary to Port of Portland Boundary
NE 82nd Ave.	9713	NE Prescott Street to Burnside Street
NE Grand Ave.	9809	NE Holladay Street to NE Hancock Street
NE Lombard Street	9966	NE Marine Drive to NE 82nd Ave.
NE Russell Street	9922	NE Union Ave. to NE Interstate Ave.
N Kerby Ave./Cooks	9912-9910	N Russell Street to N Vancouver Ave.
N Marine Drive	9962	N Portland Road to I-5
N Marine Drive	9962	N Union Ave. to N Williams Ave.
N Vancouver Way	9960	N Marine Drive to N Vancouver Ave.

STREET	FAU ROUTE #	FROM TO
N Denver Ave.	9361	N Columbia Boulevard to I-5
N Flint Ave.	9921	N Russell Street to N Broadway
N Vancouver Ave.	9957	N Cherry Street to N Jessup Street
N Williams Ave.	9957	N Hassalo Street to N Jessup Street
N Interstate Ave.	9361	River to N Columbia Blvd.
N Mississippi Ave.	9955	N Prescott Street to N Interstate Ave.
NE Killingsworth Street	9944	N Greeley Street to NE 15th Ave.
NE Killingsworth Street	9944	NE 42nd Ave. to East City Boundary
N Greeley Ave.	9945	N Interstate Ave. to N Killingsworth Stre
N Going Street	9926	I-5 to Swan Island
N Basin Street	9930	N Going Street to end
N Lagoon Ave.	9928	N Going Street to end
N Channel Ave.	9926	N Going Street to end
N Lombard Street	9958	Terminal Road to East City limits
N Columbia Blvd.	9956	E City limits to W City limits
N Columbia Way/Smith	9962	N Columbia Blvd. to N St. Louis Ave.
N St. Louis Ave./Fessenden St.	9962	N Lombard Street to N Columbia Way
N Philadelphia Ave./St. Johns Bridge approach	9966	Willamette River to Lombard Street
NW St. Helens Road	9296 FAP 1	NW 29th Ave. to N City Boundary
NW Front Ave.	9300	Burnside Bridge to 7500 Block (Wacker S
NW 29th Ave.	9302	NW St. Helens Road to NW Yeon Ave.
NW Nicolai Street	9302	NW 29th Ave. to NW Front Ave.
NW Industrial Ave.	9298	NW St. Helens Road to NW Nicolai Street
NW 26th Ave.	9298	NW Vaughn Street to NW Nicolai Street
NW Vaughn Street	9296	NW 29th Ave. to NW 18th Ave.
NW 19th Ave.	9295	W. Burnside Street to NW Vaughn Street
NW 18th Ave.	9295	SW Jefferson Street to NW Vaughn Street
NW Thurman Street	9305	NW 23rd Ave. to NW 14th Ave.
NW Raleigh Street	9340	NW 26th Ave. to NW 19th Ave.
NW Lovejoy Street	9022	NW 23rd Ave. to 10th Ave.
NW Glisan Street	9314	NW 24th Ave. to Steel Bridge
NW Everett Street	9314	NW Westover Road to Steel Bridge
NW Yeon Ave.	FA 1505	NW Front Avenue to NW Nicolai Street
W Burnside Street	9326	SW Park Ave. to SW 24th Ave.
SW Jefferson/Columbia	9368	Sunset Highway to Park Ave.
SW Sam Jackson Park Rd./Vet Hospital Road	9389	SW Terwilliger Blvd. to SW Terwilliger
SW 4th Ave./Barbur Blvd.	9341	SW Caruthers Street to SW Dickinson St
SW Macadam Ave./Hood Ave.	9565	SW Gibbs Street to Sellwood Bridge
SW Capitol Highway	9407	SW Barbur Blvd. to Bertha Blvd.
SW Multnomah Blvd.	9404	SW Barbur Blvd. to SW 40th Ave.

ONVERSION SEGMENT LOCATIONS

FROM TO
SE 111th Ave. to SE 117th Ave.
SE 50th Ave. to SE 103rd Ave.
SE Division Street to SE Broadway
SE Division Street to SE Hawthorne Blvd.
SE Burnside Street to South City Limits
SE 50th Ave. to SE 82nd Ave.
S City limits to SE Nehamem Ave.
SE Nehalem Street to SE Clinton Street
SE Reedway Street to SE Division Street
SE Mill Street to SE 50th Ave.
SE Hawthorne Blvd. to SE Powell Blvd.
River to SE 50th Ave.
River to SE 12th Ave.
SE Division Street to SE Powell Blvd.
SE Clinton Street to NE Oregon Street
SE Clinton Street to SE Stark Street
SE Division Street to SE Washington Street
SE 12th Ave. to SE 45th Ave.
SE Union Ave. to SE 14th Ave.
SE 12th Ave. to SE 25th Ave.
SE 3rd Ave. to SE 20th Ave.
SE Washington Street to NE 82nd Ave.
NE 12th Ave. to NE 20th Ave.
NE Burnside Street to Banfield Freeway
NE Sandy Blvd. to NE 32nd Ave.
NE Union Ave. to NE 16th Ave.
NE 39th Ave. to NE 92nd Ave.
NE Sandy Blvd. to NE Broadway
Steel Bridge to NE 16th Ave.
NE Oregon Street to NE Hancock Street
Steel Bridge to NE 15th Ave.
NE Holladay Street to NE Hancock Street
NE 3rd Ave. to NE 16th Ave.
Broadway Bridge to NE 24th Ave.
Broadway Bridge to NE 40th Ave.
NE Broadway to NE Marine Drive
City Boundary to Port of Portland Boundary
NE Prescott Street to Burnside Street
NE Holladay Street to NE Hancock Street
NE Marine Drive to NE 92nd Ave.
NE Union Ave. to NE Interstate Ave.
N Russell Street to N Vancouver Ave.
N Portland Road to I-5
N Union Ave. to N Williams Ave.
N Marine Drive to N Vancouver Ave.

STREET	FAU ROUTE #	FROM TO
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N Going Street	9926	I-5 to Swan Island
N Basin Street	9930	N Going Street to end
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N Lombard Street	9958	Terminal Road to East City limits
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N Columbia Way/Smith	9962	N Columbia Blvd. to N St. Louis Ave.
N St. Louis Ave./Fessenden St.	9962	N Lombard Street to N Columbia Way
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NW St. Helens Road	9296 FAP 1	NW 29th Ave. to N City Boundary
NW Front Ave.	9300	Burnside Bridge to 7500 Block (Wacker Site)
NW 29th Ave.	9302	NW St. Helens Road to NW Yeon Ave.
NW Nicolai Street	9302	NW 29th Ave. to NW Front Ave.
NW Industrial Ave.	9298	NW St. Helens Road to NW Nicolai Street
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SW Jefferson/Columbia	9368	Sunset Highway to Park Ave.
SW Sam Jackson Park Rd./Vet Hospital Road	9389	SW Terwilliger Blvd. to SW Terwilliger Blvd.
SW 4th Ave./Barbur Blvd.	9341	SW Caruthers Street to SW Dickinson Street
SW Macadam Ave./Hood Ave.	9565	SW Gibbs Street to Sellwood Bridge
SW Capitol Highway	9407	SW Barbur Blvd. to Bertha Blvd.
SW Multnomah Blvd.	9404	SW Barbur Blvd. to SW 40th Ave.

9269

2-6-80

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Project (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAIX PROJECTS					
Arterial Street Light Conversion Program Portland	$1,684,000	$1,431,400	NONE	$252,000	1-7-80
W. City Limits-N. Oswego Ave.-N. Columbia Blvd. Portland	$4,320,000	$3,672,000	$388,800	$259,200	1-24-80

February 6, 1980 H S Coulter

H. S. Coulter
State Highway Engineer

2/6
orig. to Donnellan
cy Macking

9269

January 4, 1980

CON 21-2

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Industrial Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

		Funds	
Project	Work	Federal	Local
Arterial Street Light Conversion Program (Portland)	PE, Const.	$1,431,200	$252,570

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director

cc: Metropolitan Service District

bc: H. S. Coulter
D. H. Moehring
R. N. Bothman

JLG:bke jv

9269

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Project M-0000(-)
Arterial Street Light
Conversion Program
Multnomah County

Date: October 23, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.8-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

This will confirm my verbal concurrence October 18, 1979, that it is in the public interest for the City of Portland to make advance purchase of luminaires to be incorporated in the proposed project and installed on utility company owned poles.

Also, as requested in Mr. Swan's letter of September 24, 1979, these luminaires would be eligible for Federal participation at actual cost when installed.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

G. L. Green

cc:
ODOT (D E Swan)

10-26-79
cc: GARY ZEHNER
Max Klotz

Funded w/ I-505 Funds
Hold for withdrawal approval

To Type
1-2-79

4269

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 24, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT City Furnished Material
Project No. M-0000(-)
Arterial Street Light
Conversion Program
Multnomah County

We request your concurrence 1) that it is in the public interest for the City of Portland to purchase luminaires to be incorporated in the proposed project and 2) that federal funds can participate in the project even if the new luminaire units are installed on utility company owned poles.

Clarification of the proposed project and justification for the preceding requests are set forth in the attached copies of letters dated July 1 and September 4 written by City of Portland [illegible], Steve Riddell and Mary T. Holt respectively.

JL:dmc
Attachments
cc: R. N. [illegible]thman, Metro
E. L. [illegible]rdt, Reg. 1
Max Klotz, Metro
Jon Rose, Metro

9269

Date 9-19-79 PROJECT MANAGEMENT OFFICE MEMO

Subject Arterial Street Light Conversion Prog. File No.

Received (call) (visit) from

Address

Made (call) ~~(visit)~~ to Cliff Christianson Phone

Reason for contact and general discussion: Cliff felt that FHWA could approve using Federal funds for this Job based on the agreements between City and PGE over moving or relocating poles. We decided it would be best to put together a summary of what is to be accomplished and let FHWA officially respond.

10-18-79 FHWA finds this to be in public interest - the City can go ahead with purchasing equipment but reimbursement will be after installation. FHWA has no problem w/ installing on Utility company poles.

Signature Gary E. Zehner

File ( ) ( ) ( ) ( ) (✓) ( )
Circulate: PME LGE OPE FAE CCE OM Other

9269

STATE OF OREGON

INTEROFFICE MEMO

METRO TECHNICAL SERVICES 238-8231
DEPT. TELEPHONE

TO: D.H. MOEHRING Attn: D.E. Swan
Ass't State Highway Engineer

DATE: September 13, 1979

FROM: for
MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Arterial Street Light Conversion Program
City of Portland
Multnomah County
Planning No. 79-41

Here is our programming packet on the subject project. Included are:

project request
authority for survey
location prospectus
agreement information sheet

To: TERPIN
9-18-79

Also included is a letter from Mary Nolan, Street Lighting Manager for Portland, describing the City's agreement with PGE for hanging city-owned luminaires on PGE privately-owned poles. The letter requests approval by FHWA for the City to purchase the necessary luminaires and mast arms for this project in advance of the contract. The City would "sell" the illumination equipment to the project at cost when the contract is let. Please request FHWA concurrence on this procedure.

This project is covered by the statewide environmental assessment. The funding will come from "Category F" of the I-505 transfer, listed on Page 60 in the final draft of the FY 80 MSD TIP.

Upon approval of the I-505 transfer, please program $79,000 for preliminary engineering.

NO STATE MATCH

js

Attachments

cc: F.E. Terpin
Metro Technical Services Units

cc: [illegible]

9-20-79
Delay Coulter approval
Until I-505 withdrawl.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
SEP 18 1979
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9269

Form E-39 (Rev. 9-71)

Planning File No. 79-41

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

ction Arterial Street Light Conversion Program

Date September 13, 1979

Highway Various City Arterials (City of Portland)

Authorization No. 1

County Multnomah

Survey Prefix
(Assigned by Salem office)

Description of termini, route, length, etc.: Various arterial streets throughout Portland.

Proposed: Convert existing mercury vapor street lights on commercial arterials to high pressure sodium vapor.

Purpose of Survey: City will perform necessary field work, a consultant (at City expense) will develop material specifications, City will prepare plans, specifications. State will monitor project.

Estimate of cost: $2,480,500
Funding: e(4) and City Lighting Fund
Category: 3 NM (Statewide Assessment)

		Estimate of Cost
Field Survey	(901)	2,600
Citizen Participation	(902)	
City of County	(903)	20,000
Consultant	(904)	50,000
Final Design	(905)	2,000
Bridge Design	(906)	2,000
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	2,000
Environmental	(923)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Admin. Services	(922)	200

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $79,000

Previous authorization . . . .

Additional authorization requested . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

Curtis H. Duval

CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

9269

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

UTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

DATE 9/13/79

PREFIX

ENTIFICATION

ROJECT NAME: Arterial Street Light Conversion Program

IGHWAY NAME: Various Commercial Arterial Streets (City of Portland)

HIGHWAY NUMBER:

EGION: 1

ADMINISTRATIVE DISTRICT:

COUNTY: Multnomah

CITY: Portland

ENGTH: 116 mi.

MILEPOST NUMBER TO

☐ RURAL ☒ URBAN

OCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Portland

YPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER e(4)

ETHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

YPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☒ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

ROJECT DESCRIPTION

Convert existing mercury vapor street lights on commercial arterials to high pressure sodium vapor.

See attached list of streets scheduled for illumination conversion via this project.

2 - TRAFFIC DATA

XISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

ESIGN SPEED (MPH):

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES		
SHOULDERS		
M[illegible]NS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Ill[illegible]nation	☒	☐	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
R[illegible]t of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYB
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAY
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Electrical

- WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☒
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☐	☒

- DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(3.0)	8.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE	________ (Region)	________ (Salem)

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

- TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

- PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	79,000	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION	1,429,700	
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Undepreciated book value of existing luminaires. (no federal aid participation)	746,800	
ENGINEERING & CONTINGENCIES	225,000	
PROJECT TOTAL	2,480,500	

SUBMITTED BY ______________________________

9269 (ASL 0001) IX-P 2

Form E-30 (Rev 9-71)

ORFGON STATE HIGHWAY DIVISIO

Planning File No. 79-41

AUTHORITY FOR SURVEY

ction Arterial Street Light Conversion Program

Date September 13, 1979

Highway Various City Arterials (City of Portland)

Authorization No. 1

County Multnomah

Survey Prefix 226-1905 (Assigned by Salem office)

Description of termini, route, length, etc.: Various arterial streets throughout Portland.

Proposed: Convert existing mercury vapor street lights on commercial arterials to high pressure sodium vapor.

Purpose of Survey: City will perform necessary field work, a consultant (at City expense) will develop material specifications, City will prepare plans, specifications. State will monitor project.

IX-0000(19)
3-31-80

Estimate of cost: $2,480,500
Funding: e(4) and City Lighting Fund
Category: 3 NM (Statewide Assessment)

Estimate of Cost

Field Survey	(901)	2,600
Citizen Participation	(902)	
City of County	(903)	20,000
Consultant	(904)	50,000
Final Design	(905)	2,000
Bridge Design	(906)	2,000
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	1,800
Environmental	(923)	200
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Admin. Services	(922)	200

Approved By Hwy Eng'r 1-7-80

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
25 1980
LOCATION SECTION

Total estimated cost of survey	$ 79,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Curtis H. Duval

URTIS H. DUVAL, Metro Location Engineer

ecommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Frank E.

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-134

9269

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

September 4, 1979

Jon Rose
ODOT-METRO
5821 NE Glisan
Portland, Oregon 97214

Dear Jon:

With respect to the City of Portland's Commercial Arterial Lighting Project, I understand two issues continue to delay consideration:

1. The City's proposed installation of City-owned luminaires on PGE privately-owned poles.

2. The City's proposed advance purchase of the lighting equipment (luminaires, mast arms) and subsequent sale of such equipment to the project.

In order to resolve the first concern, I have enclosed copies of the following:

a. The City's current contract with PGE for Street Lighting Service, under which we now operate on a month-to-month basis. Please note that the contract provides for changes in street lighting inventory -- which includes "street lighting only" (SLO) poles -- only "authorized by the Customer (City)."

b. The current Schedule 91 (Street and Highway Lighting) of PGE's operating tariff with the Oregon Public Utility Commissioner, presently being requested for rate increases in PGE's overall rate increase request (PUC File U3518). Note that special conditions provide for removal or relocation of street lighting equipment or poles only "at the Customer's request." PGE has not requested changes in this language in U3518.

c. Pertinent sections of the Code of the City of Portland, specifically Chapters 17.24: Permits and 17.52: Public Utilities. Note that all work, including installation and removal of utility or SLO poles, must be approved by the City Engineer.

MA PDM PDE TSE SPC
ODOT-METRO
SEP 7 1979
AM PPS [illegible]

d. Sample permits, including one recently issued to PGE to relocate poles.

In short, the City has the legal means to prevent the untimely removal or relocation of PGE-owned SLO poles or utility poles carrying City-owned street lights. Further, as a practical matter, the City maintains a working agreement with PGE that precludes the company's unilateral decision to remove or relocate its poles.

As to the second concern, the City is requesting advance approval by FHWA of the following procedure:

> Prior to authorization to proceed, the City will issue a purchase order for approximately 5200 units (luminaires and, where necessary, mast arms) and establish a unit price for such units with the supplier. The City will order delivery of the first 1000 lights, to be paid for with local funds. After authorization, and when the contractor is ready to proceed with installation, the City will "sell" the equipment to the project at cost.
>
> This procedure is requested in order to avoid a delay of up to one year for equipment delivery. Given existing inflation rates, such a delay could prove costly in both capital (equipment) and operating (energy) costs. In addition, the procedure is designed to generate additional savings through quantity purchase.

As you know, the City is anxious to proceed with this project as soon as possible. Indeed, we have already begun preliminary engineering at our own expense. Therefore, a speedy response is requested.

Should you require additional information, please contact me directly (248-4112) so that we may avoid any unnecessary delays. Thank you for your prompt attention.

Sincerely,

Mary T. Nolan

Mary T. Nolan
Street Lighting Manager

MTN:jt
Enclosures

STREET LIGHTING, SHEET 1

EXHIBIT A

CITY OF PORTLAND

AND

PORTLAND GENERAL ELECTRIC COMPANY

AGREEMENT FOR STREET LIGHTING SERVICE

DATED ...., 19.....

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SEP 4 79
CIT

137613

AGREEMENT FOR STREET LIGHTING SERVICE, between

City of Portland ...., hereinafter called the "Customer," and PORTLAND GENERAL ELECTRIC COMPANY, an Oregon corporation, hereinafter called the "Company."

IN CONSIDERATION of the promises hereinafter set forth, the parties agree as follows:

1. *Term of Agreement* This agreement shall continue in full force and effect for a term of five years from the 1st .... day of ... January ...., 1974.., to the .... 31st ...... day of ...... December ...., 19..78.., and thereafter from year to year until termination on any anniversary date by 30 days advance notice.

2. *Service and Rates* Street lighting service shall be furnished to the Customer by the Company in accordance with Schedule 91 of the Company's current tariff on file, a copy of which is attached hereto and marked "Exhibit A." This agreement and the rates provided for herein shall be subject to all terms and conditions of orders or tariffs now or hereafter issued or approved by the Public Utility Commissioner of Oregon.

3. *Record of Street Lights* A list of street lights and street lighting facilities subject to this agreement at the commencement of the term hereof is attached hereto and marked "Exhibit B." The Company shall maintain a current record of street lights and street lighting facilities subject to this agreement, showing the rate options applicable and including changes authorized by the Customer in accordance with "Exhibit A." At or near each anniversary date of this agreement, a list of changes shall be prepared by the Company and shall be submitted to the Customer for verification, upon verification, the list shall become part of this agreement.

4. *Billing and Payment* The Customer shall pay for street lighting service furnished hereunder, upon receipt of itemized bills prepared in accordance with said Schedule 91 from the said record of street lights and street lighting facilities subject to this agreement, and also in accordance with Exhibits C and D.

5. *Su[illegible] and Assigns* This agreement shall inure to and bind the successors and a[illegible] of the Customer and of the Company.

STREET LIGHTING, SHEET [illegible]

137613

6. *Cancellation of Previous Agreements* Any and all former agreements between the Customer and the Company for street lighting service as covered by this agreement are hereby canceled and terminated.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed in duplicate by their duly authorized officers as below subscribed on the ....day of ...., 19 .

AS TO THE CUSTOMER : City of Portland

.... Witness
By ....
(Title) Mayor

.... Witness
Attest ....
(Title) Commissioner of Public Works

AS TO THE COMPANY : PORTLAND GENERAL ELECTRIC COMPANY

J. L. Hunt Jr. Witness
By .... Vice-President

....
Attest .... Secretary

Approved as to rate:

By ....
Manager, Rate and Research Dept.

Approved ~~as~~ to form:

By ....
City Attorney

[illegible] AS TO FORM
[illegible]
BY ....

Portland General Electric Company
P.U.C. Ore. No. E-10

Original Sheet No. 91-1

JAN 1979
RECEIVED
OPUC
SALEM

SCHEDULE 91
STREET AND HIGHWAY LIGHTING
SERVICE TO STREET AND HIGHWAY LIGHTING

AVAILABLE

In all territory served by the Company.

APPLICABLE

To lighting service for public streets and highways, and public grounds and areas, supplied to municipalities or agencies of Federal or state governments where funds for payment for electric service are provided through taxation or property assessment.

CHARACTER OF SERVICE

From dusk to dawn daily, controlled by a photo-electric control or time switch to be mutually agreeable to the Customer and Company.

MONTHLY RATE FOR STANDARD EQUIPMENT

The following monthly rates are for Company-approved streetlighting luminaires. Option A is for luminaires owned, maintained and supplied with electric energy by the Company. Option B is for maintenance and energy supplied to luminaires owned by the Customer. Option C is for the furnishing of electric energy to luminaires owned and maintained by the Customer and installed only on Customer-owned poles. A credit of 40¢ per luminaire will be made for those luminaires billed under Option C where the Customer owns and maintains the circuit.

Maintenance by the Company includes group lamp replacement and glassware cleaning on Company schedule. Individual lamps will be replaced on burnout as soon as reasonably possible after notification by the Customer and subject to the Company's operating schedules and requirements.

Type of Light	Watts	Nominal Lumens	Monthly Rate Option A	 Option B	 Option C
Incandescent*	92	1,000	$ 1.97	$ 1.77	$ 1.27
	182	2,500	3.08	2.68	2.18
	300	4,000	4.33	3.78	3.18
	405	6,000	5.52	4.87	4.22
	620	10,000	7.71	6.96	6.26
Mercury Vapor	100	4,000	3.57	2.33	1.51
	175	7,000	4.25	3.07	2.34
	250	10,000	5.43	3.90	3.08
	400	21,000	6.83	5.38	4.59
	1,000	55,000	14.02	12.11	11.11
Sodium Vapor	70	5,800	4.87	2.78	1.30
	100	9,500	5.43	3.33	[illegible]
	150	16,000	6.00	3.88	[illegible]
	250	25,500	7.25	4.99	[illegible]
	400	48,000	9.05	6.71	[illegible]

*No New Service.

(Continued on other side)

RECEIVED
JUL 3 1979
CITY ENGINEER

C. L. Heinrich
Issued January 26, 1979
C. L. Heinrich, Vice President

Effective for service rendered
on and after January [illegible]

SCHEDULE 91 (Continued)

MONTHLY RATES FOR STREETLIGHTING ONLY POSTS AND POLES

Metal posts and wood poles shall be in accordance with Company specifications:

	Monthly Rate
Company-owned and maintained metal posts:	
Standard wood pole for overhead service, 35-ft. or less	$1.39
Standard wood pole, 55-ft.	2.31
Laminated wood pole, 20-ft. or less	1.73
Painted wood pole for underground service, 35-ft. or less	1.85
Curved laminated wood pole, 30-ft. or less	2.60
16-ft. or less aluminum post	3.06
16-ft. or less steel post	4.20
25-ft. aluminum post	4.69
25-ft. aluminum post, davit type	4.82
25-ft. steel post	5.41
30-ft. metal post, regular or davit type	5.59
35-ft. metal post, davit type	6.30
Maintenance of Customer-owned wood post, 35-ft. or less	.25
Maintenance of Customer-owned wood post, 55-ft.	.32
Maintenance of Customer-owned painted metal post	1.35
Maintenance of Customer-owned nonpainted metal post	.65

JAN 1979
RECEIVED
OPUC
SALEM

SPECIAL CONDITIONS

Customer is responsible for cost associated with trenching, conduit, and restoration required for underground service to streetlighting.

Unless otherwise specifically provided, the location of Company-owned streetlighting equipment and poles may be changed at Customer request and upon payment by the Customer of the costs of removal and reinstallation.

If Company-owned streetlighting equipment or poles are removed at the Customer's request, a charge will be made consisting of the installed cost, less accrued depreciation and less salvage value, and plus cost of removal. If the removal request is because of an upgrade in streetlighting and involves the reinstallation of a minimum of 30% additional Company-owned streetlighting units in the same general area, such charge does not apply. Nothing in this tariff provides for the sale of Company-owned equipment.

If Customer-owned (Option B) streetlighting equipment or poles are removed or relocated at the Customer's request, the Customer is responsible for the costs associated with the change.

A separate and additional charge will be made if circuits or poles have to be changed to accommodate specified or requested mounting height of streetlighting luminaires.

C.L. Heinrich

Issued January 26, 1979
C. L. Heinrich, Vice President

Effective for service rendered
on and after January 26, 1979

CODE OF THE CITY OF
PORTLAND, OREGON

A Codification of the General Ordinances
of the City of Portland, Oregon
1969

Published by
BOOK PUBLISHING COMPANY
Seattle, Washington

PREFACE

This volume, entitled "Code of the City of Portland, Oregon" of the City of Portland, is a codification of all general ordinances of the City of Portland and is the result of over a year's research and writing by the Editorial Staff of Book Publishing Company with the cooperation and advice of the officials of Portland. We wish to express our appreciation for the invaluable assistance we have received.

A special feature of this volume is the cross reference table showing the relation between sections of the previous codes of the City of Portland and this code.

The effective provisions of the City's ordinances were classified into logically related titles, chapters, and sections.

The code is organized under an expandable decimal numbering system in order that it can be kept up to date by regular supplements without the necessity for recodification.

It is hoped that users of the code will advise the publishers of any errors or omissions they may find. Corrections will be made in the regular supplements to be issued by the publishers.

Book Publishing Company
Seattle, Wash.

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24. BUILDING REGULATIONS
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26. ELECTRICAL REGULATIONS
27. HEATING AND VENTILATING REGULATIONS
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29. HOUSING REGULATIONS
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31. FIRE REGULATIONS
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17.08 Local Improvement Procedure
17.12 Assessments
17.16 General Provisions
17.18 General Obligation Improvement Warrants
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17.60 Underground Wiring Districts
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17.88 Street Access
17.92 House Numbering–Street Designation
17.96 Surveys, Elevations and Measurements
17.100 Penalties
17.102 Refuse Collection Permits

proposed to be made is not suitable in the circumstances, will not be uniform with existing or proposed street improvements in the immediate vicinity, or when the improvement contemplates the removal of earth from any street when it may be necessary to secure the deposit of the earth upon any other part of said street.

(c) The city engineer may refuse to issue a permit hereunder unless the application is modified as he may deem necessary. The city engineer may require the addition of curbs if a sidewalk improvement is proposed. He may require the addition of curbs or sidewalks or both if the proposed improvement is a street improvement. If the city engineer finds that water main extensions are likely to be needed within two years after the completion of a street improvement, he shall refuse issuance of street improvement permit unless the water main extensions are provided before the completion of a proposed street improvement. If an application is made for a street improvement and the city engineer finds that public service installations will be needed below the surface of the street or that sanitary or storm drainage is necessary or that underground facilities are needed for future street light installations, he may refuse the application unless such installations are included within the proposal or are arranged to be completed prior to the completion of the proposed street improvement.

17.24.050 Contents of permit. (Amended by Ord. No. 144020 passed July 7, effective July 11, 1977.) Any permit issued hereunder for the construction of a public improvement may contain conditions which shall be binding upon the permittee, and such conditions may include prior filing of a performance bond or cash in lieu thereof equal to the engineer's estimate, insurance, and may include such other requirements as the city engineer finds appropriate in the public interest. The permit shall specify the kind of work and the time in which the same is to be completed.

17.24.060 Permit conditions. (Amended by Ord. No. 144020 passed July 7, effective July 11, 1977.) All work done in streets or other public places shall be done in the location approved by the city engineer and in accordance with plans and specifications prepared or approved by the city engineer. The permit may include conditions, and the conditions shall be binding upon the permittee (see 17.24.050). All work done shall be subject to the rejection or correction requirements of the city engineer and subject to his final approval.

17.24.070 Engineering and superintendence for public improvments. (New section substituted by Ord. No. 144020 passed July 7, effective July 11, 1977.) (a) The city engineer shall:

(1) Make all necessary surveys;

(2) Mark all grades;

(3) Prepare, fix and prescribe all plans and specifications;

(4) Provide engineering provisions and approvals;

(5) Test and evaluate all project materials and resources as required;

(6) Inspect and approve all work done.

At the option of the city engineer, items (1), (2) and (3) above may be done by a professionally registered consulting engineer working under private contract with the permittee.

(b) If a permittee, person or agency seeks a public improvement to be constructed under contract in the name of the city, then the permittee shall be charged for engineering and superintendence services in an amount equal to the engineer's estimate of the actual costs of such services in accordance with the provisions of Chapter 5.48.050. This fee shall be paid prior to the issuance of permittee's permit for public improvement.

(c) If a permittee, person or agency seeks a public improvement to be constructed under private contract between the permittee and a contractor, or if the permittee desires to do the work himself or have it done under his direction, then the permittee shall be charged for engineering and superintendence services in an amount computed as follows below. This fee shall be paid prior to the issuance of permittee's permit for public improvement.

Engineering and superintendence fees:

1. Public improvement projects–City does design and survey. See 17.24.020(29).
2. Public improvement projects–Consultant does design and survey. See 17.24.020(30).
3. Public improvement projects–Consultant does design, city does survey. See 17.24.020(30); plus survey actual costs by authority of 5.48.030.

(d) If the specifications or other contract documents are not strictly complied with or the work is not completed within the time specified company doing the work.

17.56.030 Monthly payments by utility companies. Public utility companies may pay once a month for permits issued under this title, but such payments shall be made on or before the fifteenth day of each month following the month in which the permits were issued.

17.56.040 Permits in certain areas. A permit to a public utility company for installation of any underground structure or structures in the congested district hereinafter defined, may be granted by the council on the following conditions:

(1) A written application shall be made to the city engineer accompanied by five prints showing the proposed size and location of the proposed installation;

(2) When the plans have been approved by the city engineer, one copy shall be attached to and made a part of the form of ordinance to be submitted to the council for such permit, two copies shall be retained by the city engineer and one copy shall be returned to the utility if and when the council adopts the resolution;

(3) The congested district for the purpose of this section is divided into two areas designated as west congested area and east congested area, and bounded as follows:

A. West congested area: The area bounded on the south by the north line of the Stadium Freeway, on the north by the north line of NW Hoyt Street, on the west by the west line of SW and NW 14th Avenue, and on the east by the western harbor line of the Willamette River, 7

B. East congested area: The area bounded on the south by the south line of SE Clay Street, on the north by the north line of NE Everett Street, on the west by the west line of NE and SE Union Avenue, and on the east by the east line of NE and SE 7th Avenue, and in addition those portions of E Burnside Street, SE Morrison Street, and SE Hawthorne Boulevard lying between the east harbor line of the Willamette River and the west line of NE and SE Union Avenue.

17.56.050 Poles or wires in public area. It is unlawful for any person to erect any pole or to stretch wires or cables in, under or over any street, park, public way or public ground for any purpose whatsoever, unless a city permit or franchise therefor has first been granted by the council.

17.56.060 Relocation of facilities. Every person owning, operating, or managing any public utility in the city and using poles located in public area for utility purposes, shall relocate any pole at the expense of the utility whenever required by the city engineer. When other facilities used for public utility purposes are located in public area such facilities shall be relocated at utility expense whenever required by the city engineer for a public improvement or for the public safety.

17.56.070 Placement of overhead wires. Any public utility erecting, placing, or maintaining in the city any overhead wire or cable shall affix or attach the wire or cable in compliance with state regulations, in conformity with the best engineering practice, and at a height and in a manner to protect the public safety.

17.56.080 Service shutoff outside premises. When so required by the occupant of premises, or if the premises are unoccupied, whenever requested by the owner, a public utility shall shut off or disconnect its service facilities outside and away from the building or structure previously served, unless the facilities are an integral part of the building or structure.

17.56.090 Control of electrical currents. It is unlawful for any person using or employing electrical current to fail or neglect to provide and put in use such means, appliances and apparatus as will, so far as practicable, control and effectually contain the current or energy in isolated paths and on their own wires, conductors or structures, so as to prevent damage or injury through discharge to ground to city pipes and structures and the pipes or structures of others. It is unlawful for any person using or employing electrical current to fail to take such measures as are necessary and appropriate to prevent contribution to injury or damage to pipes or structures belonging to the city or others. Conviction for violation of this section shall not take away or abridge the right of the city or any other person to damages for injury to its pipes or other structures resulting from escape of electrical current.

FORM W-35

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
BUREAU OF CITY ENGINEER SERVICES

8/30

Nº 11266

Permit to Open Street

Fee: 30.00

8-31, 1979

Permission is hereby granted to PGE to open street in per attached

btwn. and listing

for construction or repair of

☐ Water line ☐ Electrical line ☐ Steam line

☐ Gas line ☐ Telephone line ☒ Poles

SAMPLE

Commencement of the work authorized by this permit acknowledges the permittee's acceptance of the following conditions:

The permittee agrees to comply with the provisions of the Charter, Ordinances and Resolutions of the City of Portland pertaining to the above work and to file a report of the work done within 48 hours of completion.

The permittee agrees to protect and save harmless the City of Portland, the City Engineer, and each of its officers and employees against any injury or damage that may result from the acts of said permittee on or in said street and against any damage or liability of any character whatsoever arising or growing out of any act of said permittee due to the issuance of this permit.

This approval covers only that portion of work which is within the dedicated street area. The location of the work shall not differ from the plans submitted without prior approval of the City Engineer.

Length:

Area: Application Via: PO Reference No.:

Number of: Three (3)

Remarks:

City Engineer

By L. H. Deputy

Void after 180 days

NOTIFY UTILITIES BEFORE COMMENCING WORK:
Northwest Natural Gas Co.—226-4211, Ext. 212
City Water Bureau—248-4874
Portland General Electric Co.—228-7181, Ext. 781
Pacific Power & Light Co.—243-4566 West Side
—238-2851 East Side
Pacific N.W. Bell Tel. Co.—114
Bureau of City Eng. Services—248-4240
City Street Lighting - 248-4403
Traffic Engineering - 248-4295

Form W-35

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
BUREAU OF CITY ENGINEER SERVICES

Permit to Open Street

Nº 11291

Fee: ______

______________________, 19____

Permission is hereby granted to ____________ to open street in ______________________

[illegible] ____________ and ______________________

for construction or repair of

☐ Water line ☐ Electrical line ☐ Steam line

☐ Gas line ☐ Telephone line ☐ ______________

Commencement of the work authorized by this permit acknowledges the permittee's acceptance of the following conditions:

The permittee agrees to comply with the provisions of the Charter, Ordinances and Resolutions of the City of Portland pertaining to the above work and to file a report of the work done within 48 hours of completion.

The permittee agrees to protect and save harmless the City of Portland, the City Engineer, and each of its officers and employees against any injury or damage that may result from the acts of said permittee on or in said street and against any damage or liability of any character whatsoever arising or growing out of any act of said permittee due to the issuance of this permit.

This approval covers only that portion of work which is within the dedicated street area. The location of the work shall not differ from the plans submitted without prior approval of the City Engineer.

SAMPLE

[illegible] ______

[illegible] ______ Application Via: ______ Reference No.: ______

Number of ______

Remarks: ______________________

____

City Engineer

NOTIFY UTILITIES BEFORE COMMENCING WORK:

Northwest Natural Gas Co.—226-4211, Ext. 212
City Water Bureau—248-4874
Portland General Electric Co.—228-7181, Ext. 781
Pacific Power & Light Co.—243-1566 West Side
—238-2851 East Side
Pacific N.W. Bell Tel. Co.—114
Bureau of City Eng. Services—248-4240

City Street Lighting 248 [illegible]
Traffic Engineering 248 [illegible]

By______________________Deputy

Void after 180 days

9269

Date 7-23-79 PROJECT MANAGEMENT OFFICE MEM

Subject Attached letter from Jon Rose File No.

Received (call) (visit) from

Address

Made (call) ~~(visit)~~ to Glenn Hossner & Cliff Christianson Phone

Reason for contact and general discussion: FHWA would be reluctant to approve Federal funds to install luminaires on utility Company owned poles without an agreement protecting the future control of poles. Poles maybe relocated or removed as Company wishes. The concept of City furnishing luminaires (buy now w/city funds) for contractor to install (reimbursed w/Fed funds when used) later will need prior approval of FHWA. Relayed this info to Jon Rose.

Signature Gary E. Zehm

File ( )	( )	( )	( )	( )	( )	( )	( )
Circulate:	PME	LGE	OPE	FAE	CCE	OM	Other

9269

79-41

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8250
TELEPHONE

TO: BUZ SWAN
Project Management

DATE: July 17, 1979

FROM: JON ROSE Jon Rose
Federal Aid Specialist

SUBJECT: Street Light Conversion Project, City of Portland

The City of Portland requested a project to convert street lights on a number of arterials from the present mercury vapor to high pressure sodium vapor luminaires using interstate transfer money. Several of the details of the program are unique in my experience and we have asked the city to elaborate. The proposal calls for removal of the existing mercury vapor fixtures, probably by Portland General Electric Company which owns many of them, and repayment to PGE for the undepreciated remaining book value. The city is not requesting federal assistance to repay this obligation to PGE.

Two questions need to be answered before we proceed too far with this project. As noted in the attached letter, the city proposes in most cases, to attach the new luminaire units to mast arms or brackets on existing utility poles which will remain under the ownership of the private utilities. We should know whether federal funds can participate in the project under these conditions. A second question brought up in discussions with the city is whether new luminaire heads may be purchased immediately and held in a city warehouse for later installation as part of a contract. I am aware that in the past FHWA has participated in the cost of material installed on a project where that material was taken from the agency's stock, but in the present instance the proposal is to stockpile a large number of luminaire units specifically for the project and the actual purchase of these units would be made well in advance of any federal authorization to proceed with the work. I have discussed this informally with Cliff Christenson and it seems to be his feeling that this procedure would not be considered "retroactive payment" but before we proceed too far, we should have a firm decision.

The consultants role in all this is not clear and the city appears not to have worked out the details. I understand that there have been talks with PGE in an effort to develop some form of cooperative arrangement which would utilize PGE's experience. This must be worked out when the proposal is better defined.

Please review the city's proposal with FHWA and let us know how to proceed from here.

JRR:sb

Attachment

cc: Max Klotz
Chuck Pietrok

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☒
JUL 18 1979
REFERRED TO Prange
FOR [illegible]
FILE: PM FA LG.

GARY - What do you think?

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

July 11, 1979

JON ROSE ODOT METRO
FEDERAL AID COORDINATOR
5821 NE GLISAN ST
PORTLAND OR 97213

Dear Jon:

This letter is in response to our phone conversation in which you suggested the Commercial Arterial Street Light Conversion project application needed amplification to describe what is proposed.

The intent of the project is to install a cost effective system which will provide adequate illimination at the lowest possible costs to the City. To this end, the City is looking toward cut-off high pressure sodium vapor luminaires to provide the most possible light per unit of energy, reduce complaints of glare, and place the light produced where it is needed: on the street. As a result of this more efficient placement of light, somewhat less light will be required than is now produced in existing mercury vapor luminaires.

Existing luminaires are installed on poles owned by utility companies. The poles carry the utility's electric lines and also carry telephone lines, television cable systems and span wires for traffic signals. The poles are authorized to be in the public right-of-way by revocable permits issued by the City. The City may order the poles moved or removed at any time. City policy is to discourage the installation of additional poles, especially if existing poles can do the job. Therefore, the luminaires proposed for this project will be installed on utility-owned poles.

The project will install new poles in areas where such poles do not exist, for example where utilities have been undergrounded and there are no existing poles. Poles may also be installed where location on utility poles would result in inefficient light placement.

The project schedule calls for retaining a consultant, at City cost, to develop material specifications by November 1979. The Street Lighting Fund would advertise and award material contracts in spring of 1980. As soon as the Lighting Conversion project is approved, a consulting engineering firm will be hired to design and supervise installation of the luminaires.

If you need additional information, call Mary Nolan, Street Lighting Manager, at 248-4112.

Sincerely,

Stephen Riddell

Steve Riddell, Engineering Technician
Bureau of Street and Structural Engineering
248-4347

STR:mmc

cc: Mary Nolan
Dave Hill
Ernie Munch

MA PUM PLE TST SPC
ODOT - METRO
JUL 2 1979
AM PPS FILE T/A

9269

FEDERAL AID PROJECT REQUEST

Date May 24, 1979

Applicant Agency City of Portland

Request for: Off-System____, FAS-C____, FAUS____ Project 23.103 e(4)

Federal Aid Route No. City Wide Route Name See Map

Project Name Arterial Street Light Conversion Program

Project Length 116 Miles Project Location (Attach sketch map) ⇦

Project Description Convert existing mercury vapor street lights on commercial arterials to high pressure sodium vapor.

Average Daily Traffic____ Design Speed 15 to 45 mph

Complete Applicable Sections:

I. ROADWAY DATA N.A.

1. Existing Roadway: (Attach sketch) ⇦ N.A.

Width____ Travel Lanes____ Shoulders____

Medians____ Parking____

Sidewalks____

Remarks____

2. Desired Roadway Cross Section: (Attach sketch) ⇦ N.A.

Width____ Travel Lanes____ Shoulders____

Medians____ Parking____

Curbed____ Length Curb Radii____

Sidewalk/Bikeway____

Remarks____

II. RIGHT-OF-WAY DATA N.A.

1. Existing Right-of-Way:

General Width____ Minimum____ Maximum____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No X
Remarks____

III. TRAFFIC CONTROL DATA N.A.

1. Existing Signalization and Location:

2. Proposed Signalization: N.A.

Location

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing: N.A.

Include in project or by applicant?

4. Permanent Striping: N.A.

Include in project or by applicant?

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Old style mercury vapor - standard utility pole spacing.

2. Proposed Illumination:

Location As required

Type high pressure sodium vapor on utility poles

Remarks

V. STRUCTURE DATA N.A.

1. Existing Structure: N.A.

Location

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure: N.A.

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired: ____________________

Are any utilities to be attached to structure? ____________________

Are provisions for illumination desired? ____________________

Are there any unusual or complicating conditions? ____________________

Remarks ____________________

VI. RAILROAD DATA N.A.

1. Are there any railroad crossings? Yes ________ No ________

   Name of Railroad ____________________
   Existing Crossing Protection ____________________

2. Will existing railroad crossing be altered? ____________________

   Remarks ____________________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Dave Hill - Portland Public Works
   Office
2. Environmental — 400 SW 6th Avenue Room 415
   Office
3. Public Hearing — Portland OR Phone (503) 248-4643
   Office

Remarks ____________________

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X   State ________   Consultant X

   Consultant will be retained by City at City expense to develop material specifications.

2. Project construction engineering to be performed by:

Applicant ________ State ________ Consultant X

3. Will applicant perform any work prior to or after award of contract?

Yes ________ No ________

If "yes," describe briefly: ________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ ________
Right-of-way costs (if participating)	________
Traffic control	________
Illumination	________
Structures	________
Railroad	________
Other ________	________
Preliminary engineering	________
PROJECT TOTAL	$

Remarks SEE BELOW

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF PORTLAND and/or ________ COUNTY

By John M Lang By ________

By John M. Lang By ________

By ________

Applicants Estimate of Cost

	FAU (Federal)$	City of Portland (Street Lighting Fund)$	TOTAL
Removal	$ 151,874 } 85%	$ 26,801	$ 178,675
Capital & Installation	1,063,148 }	187,614	1,250,762
Includes $79,000 for P.E. → Engineering	216,181	88,150 (50,000 city funds - consult.) 38,150	304,331
Undepreciated Book Value	0	(746,766)	(746,766)
	$1,431,203	$1,049,331	$2,480,534 $1,683,768 FA. Proj.

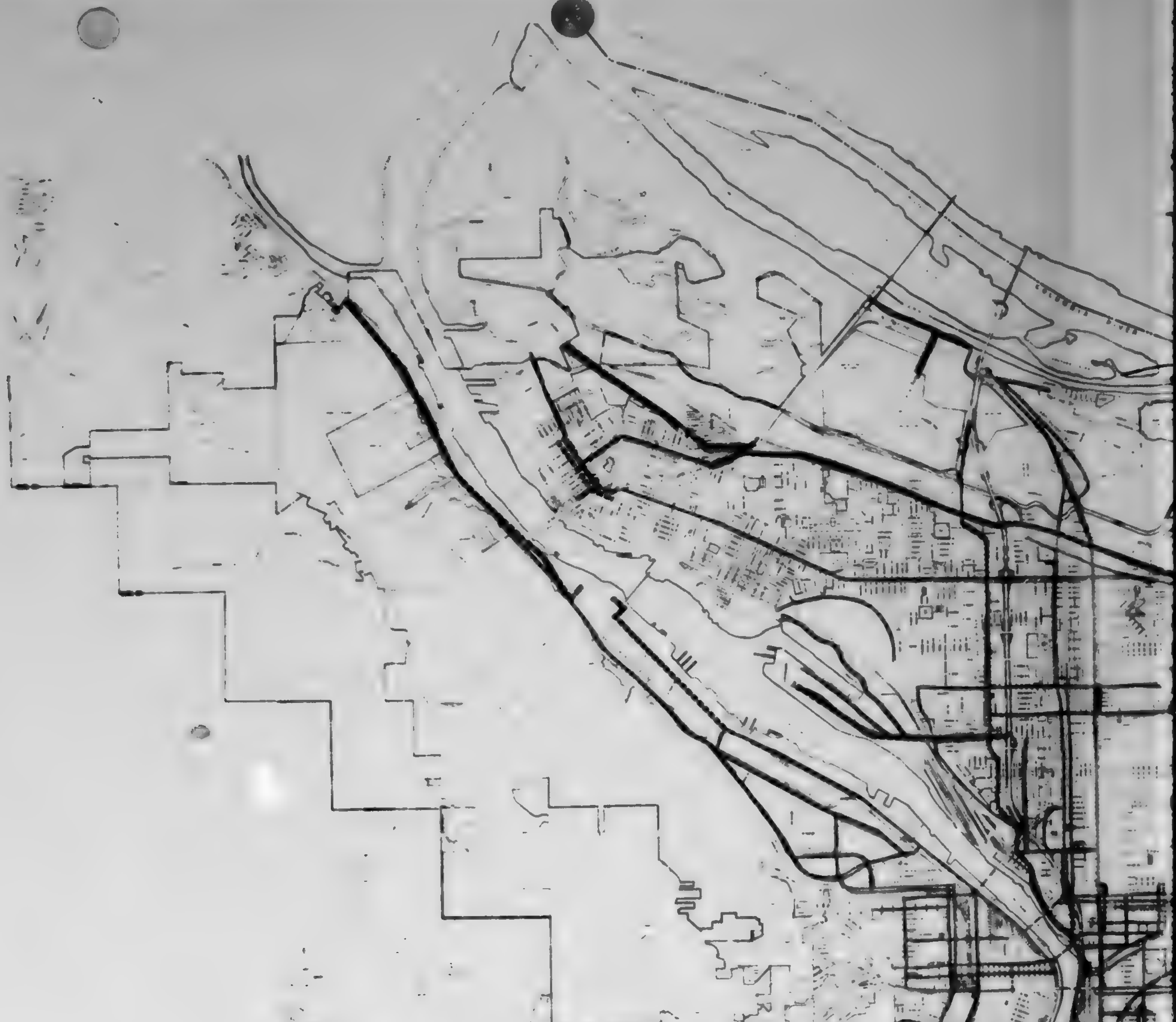
(1976)

COMMERCIAL ARTERIAL CONVERSION SEGMENT LOCATIONS

STREET	FAU ROUTE #	FROM TO
SE Foster Road	9776	SE 111th Ave. to SE 117th Ave.
SE Foster Road	9776	SE 50th Ave. to SE 103rd Ave.
SE Union Ave.	9809	SE Division Street to SE Broadway
SE Grand Ave.	9809	SE Division Street to SE Hawthorne Blvd.
SE 82nd Ave.	9713	SE Burnside Street to South City Limits
SE Powell Blvd.	FAP24	SE 50th Ave. to SE 82nd Ave.
SE 17th Ave.	9761	S City limits to SE Nehamem Ave.
SE Milwaukie Ave.	9765	SE Nehalem Street to SE Clinton Street
SE McLoughlin Blvd.	FAP26	SE Reedway Street to SE Division Street
SE Division Street	9800	SE Mill Street to SE 50th Ave.
SE 50th Ave.	9845	SE Hawthorne Blvd. to SE Powell Blvd.
SE Hawthorne Blvd.	9366	River to SE 50th Ave.
SE Madison Street	9366	River to SE 12th Ave.
SE 8th Ave.	9763	SE Division Street to SE Powell Blvd.
SE 12th Ave.	9765	SE Clinton Street to NE Oregon Street
SE 11th Ave.	9765	SE Clinton Street to SE Stark Street
SE 7th Ave.	9807	SE Division Street to SE Washington Street
SE Belmont Street	9808	SE 12th Ave. to SE 45th Ave.
SE Stark Street	9810	SE Union Ave. to SE 14th Ave.
SE Morrison Street	9808	SE 12th Ave. to SE 26th Ave.
SE Ankeny Street	9818	SE 3rd Ave. to SE 20th Ave.
NE Sandy Blvd.	9326	SE Washington Street to NE 82nd Ave.
NE Irving Street	9903	NE 12th Ave. to NE 20th Ave.
NE 16th Ave.	9815	NE Burnside Street to Banfield Freeway
NE Glisan Street	9834	NE Sandy Blvd. to NE 32nd Ave.
NE Halsey Street	9904	NE Union Ave. to NE 16th Ave.
NE Halsey Street	9858	NE 39th Ave. to NE 92nd Ave.
NE 33rd Ave.	9823	NE Sandy Blvd. to NE Broadway
NE Oregon Street	9903	Steel Bridge to NE 16th Ave.
NE 16th Ave.	9903	NE Oregon Street to NE Hancock Street
NE Holladay Street	9903	Steel Bridge to NE 15th Ave.
NE 15th Ave.	9903	NE Holladay Street to NE Hancock Street
NE Multnomah Street	9896	NE 3rd Ave. to NE 16th Ave.
NE Weidler Street	9318	Broadway Bridge to NE 24th Ave.
NE Broadway	9318	Broadway Bridge to NE 40th Ave.
NE Union Ave.	9809	NE Broadway to NE Marine Drive
NE 82nd Ave.	9713	City Boundary to Port of Portland Boundary
NE 82nd Ave.	9713	NE Prescott Street to Burnside Street
NE Grand Ave.	9809	NE Holladay Street to NE Hancock Street

STREET	FAU ROUTE #	FROM	TO
NE Lombard Street	9966	NE Marine Drive	NE 82nd Ave.
NE Russell Street	9922	NE Union Ave.	NE Interstate Ave.
N Kerby Ave./Cooks	9912-9910	N Russell Street	N Vancouver Ave.
N Marine Drive	9962	N Portland Road	I-5
N Marine Drive	9962	N Union Ave.	N Williams Ave.
N Vancouver Way	9960	N Marine Drive	N Vancouver Ave.
N Denver Ave.	9361	N Columbia Boulevard	I-5
N Flint Ave.	9921	N Russell Street	N Broadway
N Vancouver Ave.	9957	N Cherry Street	N Jessup Street
N Williams Ave.	9957	N Hassalo Street	N Jessup Street
N Interstate Ave.	9361	River	N Columbia Blvd.
N Mississippi Ave.	9955	N Prescott Street	N Interstate Ave.
NE Killingsworth Street	9944	N Greeley Street	NE 15th Ave.
NE Killingsworth Street	9944	NE 42nd Ave.	East City Boundary
N Greeley Ave.	9945	N Interstate Ave.	N Killingsworth Street
N Going Street	9926	I-5	Swan Island
N Basin Street	9930	N Going Street	end
N Lagoon Ave.	9928	N Going Street	end
N Channel Ave.	9926	N Going Street	end
N Lombard Street	9958	Terminal Road	East City limits
N Columbia Blvd.	9956	E City limits	W City limits
N Columbia Way/Smith	9962	N Columbia Blvd.	N St. Louis Ave.
N St. Louis Ave./Fessenden St.	9962	N Lombard Street	N Columbia Way
N Philadelphia Ave./St. Johns Bridge approach	9966	Willamette River	Lombard Street
NW St. Helens Road	9296 FAP 1	NW 29th Ave.	N City Boundary
NW Front Ave.	9300	Burnside Bridge	7500 Block (Wacker Site)
NW 29th Ave.	9302	NW St. Helens Road	NW Yeon Ave.
NW Nicolai Street	9302	NW 29th Ave.	NW Front Ave.
NW Industrial Ave.	9298	NW St. Helens Road	NW Nicolai Street
NW 26th Ave.	9298	NW Vaughn Street	NW Nicolai Street
NW Vaughn Street	9296	NW 29th Ave.	NW 18th Ave.
NW 19th Ave.	9295	W. Burnside Street	NW Vaughn Street
NW 18th Ave.	9295	SW Jefferson Street	NW Vaughn Street
NW Thurman Street	9305	NW 23rd Ave.	NW 14th Ave.
NW Raleigh Street	9340	NW 26th Ave.	NW 19th Ave.
NW Lovejoy Street	9022	NW 23rd Ave.	10th Ave.
NW Glisan Street	9314	NW 24th Ave.	Steel Bridge
NW Everett Street	9314	NW Westover Road	Steel Bridge
NW Yeon Ave.	FA 1505	NW Front Avenue	NW Nicolai Street

STREET	FAU ROUTE #	FROM TO
W Burnside Street	9326	SW Park Ave. to SW 24th Ave.
SW Jefferson/Columbia St.	9368	Sunset Highway to Park Ave.
SW Sam Jackson Park Rd./Vet. Hospital Road	9389	SW Terwilliger Blvd. to SW Terwilliger Blvd.
SW 4th Ave./Barbur Blvd.	9341	SW Caruthers Street to SW Dickinson Street
SW Macadam Ave./Hood Ave.	9565	SW Gibbs Street to Sellwood Bridge
SW Capitol Highway	9407	SW Barbur Blvd. to Bertha Blvd.
SW Multnomah Blvd.	9404	SW Barbur Blvd. to SW 40th Ave.



1981 Mt. Hood Hwy. @ Welches 9270
Rd. Sec. (Traffic signal install)

CdA 7425 1/30/81
7357 9/26/80

9270

1.

October 26, 1982

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

Time Extension Request
Mt. Hood Hwy. @ Welches Rd.
Contract No. 9270

We have your letters and other correspondence concerning your appeal of our prior decision in regard to power company and state electrical inspection delays on the above project.

Our investigation indicates the following:

1. The signals were apparently ready for electrical power on November 24, 1981.
2. The power company was contacted and electrical service requested by your firm on November 23, 1981.
3. The state electrical inspector was contacted about November 26, 1981.
4. Contract time count was stopped December 1, 1981.
5. Power service was apparently provided on December 2 or 3, 1981.
6. The contract provisions, Standard Specification for Microcomputer Signal Controller - Sect. VIII 1.4.4, state that "on all signal projects the contractor shall give the Resident Engineer two weeks advance notice...that the signals will be ready to activate..."
7. It was your "normal procedure" to request state electrical inspection at the time of turn on and present your permits to the inspector at that time.

Evaluation of the above and other data indicates that the earliest date for signal turn on would have been November 27, 1981, or one day after notifying the electrical inspector. Since there is the possibility that confusion over the then recent statute delayed the furnishing of electrical power, the time from November 27 to December 1 will be returned even though it does appear that timely notice of the expected turn on date would probably have eliminated the delays.

Therefore, a contract time extension of four calendar days is granted for the delay in obtaining electrical service.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood
Bob Church

9270

NECA NATIONAL ELECTRICAL CONTRACTORS ASSOCIATION
OREGON COUNCIL OF NECA CHAPTERS
John Gervais Governmental Relations Director

July 29, 1982

RECEIVED
STATE HWY ENGR
AUG 4 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

Mr. Bill Hoffman
Project Manager, O.S.H.D.
3700 S. E. 92nd Avenue
Portland, Oregon 97266

RE: Time Extension Request
Mt. Hood @ Welches Road
O.S.H.D. Contract #9270

Dear Mr. Hoffman,

I am writing you to further support the Time Extension request of Hamilton Electric on the Mt. Hood @ Welches Road, O.S.H.D. Contract #9270

The problem arising from PGE's refusal to activate the project was the result of confusion from actions of the 1981 session of the Oregon Legislature, the Oregon State Electrical Board and inspectors of the electrical division.

The new Electrical Law was enacted through Senate Bill 241 which went through the laborious Sunset process and was the most complex Sunset bill of the entire 1981 session.

Only one provision in the law has been of particular problem, and that did not become apparent until after the legisalture had adjourned and it was evident that legislative council had drafted one section tighter than the Joint Interim Committee on Sunset or the committees in the House and Senate had intended to have it read.

If I may take your time, let me give you a little history on the revision of ORS 479.570 that now reads "A person who sells electricity shall not energize an electrical installation unless the installation is first approved by an inspector authorized to perform inspections under ORS 479.510 to 479.850."

This section was included in the interim committee bill with the [illegible] intent of achiving final inspection on all electrical installations in the state of Oregon. But the way it is worded goes beyond

Oregon-Columbia Chapter Oregon Pacific-Cascade Chapter Northwest Line Contractors Chapter
530 Center St. N.E., Suite 324 • Salem, Oregon 97301 • (503) 378-0130

legislative intent of either the interim commettee or the committees in the 1981 session of the Oregon Legislature.

What the committee intended and can be easily documented through legislative history and statements of committee members, including Joint Interim Committee Chairperson Senator Dell Isham, who was also Vice Chairman of the Senate Government Operations Committee that handled the bill in the regular session.

That history very simply mandates full inspection in the state of Oregon where an electrical inspection is made, and "Not" that projects be held up entil an electrical inspection is made by a greatly reduced Oregon State Electrical Division Staff.

Realizing the problem from the bill, the Oregon State Electrical Board took action imediately to pass an administrative rule amendment that would take care of the unfortunatly tight language in SB- 241 and the department sent out letters to their inspectors and to the power company offices instructing them to proceed in this manner.

This rule was imediately challenged by the power companys, and the Attorney General's office, in an informal opinion, ruled that the Electrical Board did not have the basis for passing the amendment to the administrative rule.

While all this was going on and the confusion was running rampent in the bureacratic circles, contractors were led to believe that they should continue to follow the traditional proceedures for inspection and energizing of a project.

As you are aware, that did not work in this case.

I cannot to strongly suggest to you that reasonable people, trying to be fair and even handed in achieving the desired result of a completed contract that is a quality job and functiontng job could make adjustments for conditions that are the result of confusion in the legislative process, the Oregon State Electrical Board, the electrical division and the power companys and beyond the control of the contractor.

I ask that you give favorable consideration to the request of Hamilton Electric for an additional seven days time extension as requested in their letter of June 20, 1982.

Sincerely,

John Gervais

John Gervais

CC: Fred Miller, Larry Rulien, Scott Coulter, Pat Schwartz, Bud George, C.T. Keasey, Senator Dell Isham, Rep. Jane Cease, Rep. Larry Campbell.

9270

L.

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

May 10, 1982

CON 5 #9270

Hamilton Electric, Inc.
P.O. Box 708
Eugene, OR 97404

ATTN: Emerson Hamilton

RE: Contract Time Extension Appeal
Mt. Hood Hwy. @ Welches Rd.
Contract No. 9270

Dear Emerson:

Your request for a seven calendar day time extension due to late electrical service provided by P. G. E. was reviewed with you and Mr. Gervis on May 7. Our original decision in this matter appears to remain correct and your request remains denied.

As explained by Assistant Project Manager Schulte in our meeting, one reason for the late service connection by P.G.E. was your failure to obtain and/or provide the required inspection or release from the Department of Commerce electrical inspector.

I understand that you may wish to look into this item further to determine what the facts were. If you wish to submit additional data or if you wish a further review of this matter, please contact Project Manager Hoffman.

Sincerely,

CT Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

CTK:cb

cc: W. E. Schwartz ✓
Al Harwood
W. E. Hoffman

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 10 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

9270

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

4-1-82

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
R. L. Coats No. 9293	Lake-Harney Co. Line Harney County	March 4, 1982
Eugene Sand & Gravel, Inc. No. 9237	Poodle Creek Road Lane County	March 5, 1982
Horton Bros., Inc. No. 9285	S.Bank Chetco River Rd. U'Xing. Curry County	March 9, 1982
Tice Electric Co. No. 9269	Arterial St. Light Conversion Proj. (Portland) Multnomah County	March 16, 1982
Mid-Columbia Paving Co. No. 9316	Sherman Ave.-Eugene St. (Hood River) Hood River County	March 18, 1982
Hertz Electric,Inc. No. 9244	Central Ore. Hwy. & Arnold Mkt. Rd. Deschutes County	March 18, 1982
Baker Redi-Mix, Inc. No. 9323	Auburn Ave.-Broadway St. & Dewey Ave.-Broadway St. Baker County	March 18, 1982
L.W. Hembree Co. No. 9195	Tualatin Valley Hwy. @ SW 247th Ave. (Hillsboro) Washington County	March 19, 1982
R. L. Coats No. 9333	U.S. Hwy. 97 - U.S. Hwy. 26 Jefferson County	March 19, 1982
Slayden & Holm, Inc. No. 9267	Dairy Creek (Susbauer Rd.) Bridge Washington County	March 22, 1982
Babler Bros., Inc. No. 9224	Polallie Cr.-M.P. 84.94 Hood River County	March 30, 1982

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Electric, Inc. No. 9270	Mt. Hood Hwy. @ Welches Rd. Clackamas County	March 31, 1982
L. W. Hembree Co. No. 9194	Mt. Hood Hwy. @ SE Hogan Rd. & Burnside Rd. (Gresham) Multnomah County	March 31, 1982
Mill Plain Electric No. 9330	Sunnyside Rd. @ SE 97th Ave. & Kaiser Hosp. Access Clackamas County	April 1, 1982
Jim Hall Contracting No. 9313	362nd Dr. @ Skogan Road Clackamas County	April 1, 1982
Coral Construction Co. No. 9334	Lane Co. Pavement Marking Project No. 4 Lane County	April 1, 1982
Columbia Pacific Construction Co. No. 9364	Blind Slough (Barendse Rd.) Bridge Clatsop County	April 6, 1982
C.W. McCallen Const.Co. No. 9085	SW Hall Blvd.-SW Oak St. Washington County	April 7, 1982

April 8, 1982

Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9270

April 7, 1982

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9270

Gentlemen or Ladies:

On April 1, 1982, we wrote to you concerning release of final payment on Contract No. 9270 awarded to Hamilton Electric, Inc., for traffic signal installation on the Mt. Hood Highway at Welches Road in Clackamas County.

Final payment on this contract is $130 and the total contract amount is $46,137. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, OR 97401

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9270

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

March 30, 1982

CON 5 #9270

Hamilton Electric, Inc.
P.O. Box 708
Eugene, OR 97402

RE: Time Extension Request
Mt. Hood Hwy. @ Welches Rd.
Contract No. 9270

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of two (2) calendar days is granted due to the alterations made in the detector loops and advance warning signs. No adjustment of contract time is made for late delivery of signal poles nor for late furnishing of electrical power since these items are the contractor's responsibility.

There remains 30 calendar days of liquidated damages under this contract. Should you wish a further review of this matter or to submit additional data, please contact Project Manager Hoffman.

Sincerely,

C T Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

CTK:cb

bc: H. S. Coulter ✓ (att. 2 ltrs.)
Ed Hardt " 1 "
Wm. Hoffman " 1 "
Bob Church

RECEIVED
HWY ENGR
MAR 31 '82

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: March 12, 1982

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: MT. HOOD HWY. @ WELCHES RD.
CONTRACT NO. 9270

ASHE
CAE
FOE
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SEO
RECEIVED
MAR 15 1982
CONSTRUCTION
BRANCH
CA
FE
CP

Attached is a time extension request from the contractor, Hamilton Electric, and Bill Hoffman's letter of analysis with his recommedation.

The contractor has done a good job of putting the request together and Bill has listed the chronological series of events pertinent to this job.

The contract provided for 200 calendar days to complete the job, and 232 days were used. The contractor is asking for 20 days due to late delivery of equipment, 7 days because the signals were ready to turn-on November 24, 1981, but due to PGE not getting electrical service connected, could not turn the signals on until December, and 2 days due to extra work we added to the contract.

Hoffman recommends two days be granted due to the extra work involved, and recommends denying the other requests. I believe we should grant the 7 days from November 24 to December 2 because the signals were virtually complete and ready to turn on, but the power company did not have power to the site, until December 2. I've talked to Bill and he does not object to this approval.

My recommendation is to grant 9 days for the reasons just mentioned, and consider the 20 days due to late delivery of equipment as not our responsibility.

3-25-82

Note: Talked with Craft. Apparently the late service connection resulted from a late inspection by local electrical inspector. This is a contractor responsibility and not a valid reason for time extension.

OMG

MC/gw
Attachment
cc Bill Hoffman

3-29-82

C.T.K. —

Concur with the project Manager and recommend time extension of 2 calendar days due to altered work – extended loop and change in location of advance signs.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon
March 10, 1982

DE RF RME RCE BE
TE FILE: RSM
UE RSC
SO RBI
TO

RECEIVED
MAR 11 1982
REGION I

FROM: W.E. Hoffman
Proj. Mgr.

TO: Ed Hardt
Region Engineer

SUBJECT: Contractor's request for extension of time
Mt. Hood Hwy. @ Welches Rd.
Contract No. 9270

Attached subject request is analized as follows:

That portion relating to late shipment of the poles is rejected, as no fault of the State in reviewing the drawings is evident.

Loop No. 1 was extended 120 feet further east from the signal. This required additional pavement sawing etc., which was covered by price agreement and may by policy be construed as worth additional time. Since all of the loop work was done in two days the most this added work could be worth is one day. The work was done with prior approval so processing time on the P.A. is inmaterial.

The location change of the advance warning meters may have delayed the project one day as alternate materials had to be obtained.

The claim that the signal was ready on Nov. 24 but not turned on until 7 days later is one that this office has never reconized. This position was outlined to you in my letter of Dec. 2, 1981.

Based on my understanding of policy I recommend the seven days be disallowed.

I recommend the twenty days for late delivery of poles be disallowed.

I recommend one day for additional loop work and one day for changes to the sign services be allowed.

W E Hoffman
W.E. Hoffman
Proj. Mgr.

WEH/wh

cc; file

9270 1-27-82 26

NARRATIVE REPORT

PROJECT: Mt. Hood Hwy. at Welches Road

PREFIX: 003-1151 CONTRACT NO.: 9270 FEDERAL AID NO.: N/A

DATE OF CONTRACT: April 1, 1981

DATE OF COMPLETION TIME LIMIT: October 30, 1981

DATE WORK STARTED: July 29, 1981

DATE WORK COMPLETED: Dec. 1, 1981

TIME OVERRUN: 32 days

CONTRACTOR: Hamilton Electric, Inc.

SUBCONTRACTORS: Brothers Concrete Cutting

The project consisted of the construction of a traffic signal at the tee intersection of Welches Road with the Mt. Hood Highway.

Traffic was controlled by signs and cones without incident.

The church approach across from Welches Rd. was to have been paved for loop installation by the owners. This was not done. State forces eventually paved the approach under an S.F.O.

The only design change was to move the westbound loop 150 ft. east of its plan location to give down hill traffic more distance.

Seperate meters for the advance warning signs caused some confusion with Clackamas County which is paying the power. They wanted to only pay the one bill for the signal. I think they have conceeded that the costs are theirs.

There was considerable local opposition to the signal and threats against it. The only physical action taken that I know of was that the threads on the anchor bolts were battered with a hammer. I have not heard of any sabotage to the signal since it was turned on.

W.E. Hoffman
Proj. Mgr.

WEH/wh

cc; file

1 Verstoeg ✓
Anderson
2 Adams
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RECEIVED
JAN 27 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Mt. Hood Hwy. @ Welches Rd.
Highway: Mt. Hood
County: Clackamas

Contract No.: 9270
Prefix No.: 003-1151
F.A. No.: State

SUMMARY

Item No.	Item	Unit	Original	Semifinal	±%
	Bid Items	$	48,211.00	47,818.00	- 1
	Anticipated Items	$	3,725.00	5,265.91	+ 41
	Contingencies	$	2,337.12	-	
	Engineering	$	5,193.60	6,000.00	+ 16
	Liquidated Damages	$	-	2,080.00	-
	Total	$	59,466.72	57,402.91	- 3

INDIVIDUAL OVERRUNS AND UNDERRUNS

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

NONE

9270

L.

FORM 734-3601

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Mt. Hood Hwy. @ Welches Rd.
WEEK ENDING: 1/9/82
SECTION PREFIX: 003-1151
HIGHWAY: Mt. Hood
COUNTY: Clackamas
NAME OF JOB:
KIND OF WORK: Signals
CONTRACTOR: Hamilton Electric, Inc.
CONTRACT NUMBER: 9270
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 4/1/81
DATE WORK STARTED: 7/29/81
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION
SPECIFIED WORK DAYS
SPECIFIED CALENDAR DAYS 200
WORK DAYS USED
CALENDAR DAYS USED 232
SPECIFIED COMPLETION DATE
PERCENT OF TIME ELAPSED 116
PROJECT AUTHORIZATION $ 59,466.72
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING $ 54,273.12
ENGINEERING AUTHORIZATION $ 5,193.60
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 49,656.97
ENGINEERING COST TO DATE $ 6,000
DATE PROJECT WAS COMPLETED 12/1/81
ESTIMATED PERCENT UNDERRUN 9 %
PERCENT OF AUTHORIZATION 116 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT
EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Snow	0		
MONDAY	Snow	0		
TUESDAY	Snow	0		
WEDNESDAY	Fair	0		
THURSDAY	Fair	0		
FRIDAY	Cloudy	0		
SATURDAY		0		

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JAN 11 1982
CONSTRUCTION BRANCH
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	N/A
TUESDAY	N/A
WEDNESDAY	N/A
THURSDAY	N/A
FRIDAY	N/A
SATURDAY	N/A

REMARKS

Office working on semi final

SIGNED W. E. Hoffman Proj. Mgr. LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9270

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
TRA 7-6

RECEIVED
STATE HWY ENGR
NOV 3 '81
REFER TO

FOR

Info	Inves	R/D	O/R	Sign	Act	File

November 2, 1981

Florence and Ronald Krebs
P.O. Box 222
Welches, OR 97027

In your letter, dated October 24, 1981, objections to the traffic signal being installed at Welches Road on the Mount Hood Highway were expressed. We also share your concern for safety and whatever action is appropriate to provide for safety at the Welches Road intersection will be taken.

The safety issue is one of the factors considered in deciding where traffic signals are installed and also in the design and operation of traffic signals.

The situation at the Welches Road intersection will be closely monitored to determine the appropriate action to be taken regarding the traffic signal installation.

Sincerely,

L. E. George, P.E.
Traffic Engineer

bc: H. S. Coulter
E. L. Hardt

DKH:sh

Welches, OR
October 24, 1981

State Safety Commission
State Highway Division
Salem, OR

NOTED
DWAYNE HOFSTETTER

NOTED
L.E. GEORGE

Gentlemen:

This letter states our opposition to a traffic light at the intersection of Welches Rd with Highway 26.

A traffic light would increase rather than decrease accidents due to rear end collisions

With the redesign of the traffic lanes forming a left turn lane for west bound traffic, the hazard of angle-type accidents has been eliminated.

The left turn lanes installed at the three intersections (Wemme Rd, Welches Rd and Salmon River Rd) have very successfully elemenated the problem the Hoodland Chamber of Commerce addressed when the chamber requested a traffic light.

Let uss not add to the accident toll by adding another hazard in the form of a light which would be a definate safety hazard, particularly during icy road conditions.

With all due respect to Representative Fawbush of Hood River, I doubt if he is aware of the local conditions in this area.

again, please take into consideration the safety of those who travel Highway 26. The left turn lanes recently installed are adequate and safe.

Sincerely,

Florence Krebs
Ronald Krebs

P.O. Box 222
Welches, OR 97067-0222

RECEIVED
OCT 26 1981
TRAFFIC ENGINEERING

#9270 L.

VICTOR ATIYEH

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

August 12, 1981

In Reply Refer To
File No

Ms. Shirley Hanson
P.O. Box 12
Welches, OR 97067

Re: Traffic Signal
Mt. Hood Hwy. @ Welches Rd.

Dear Ms. Hanson:

I am writing in response to your recent letter to Harry Woodward, District Engineer for the State Highway Division.

It sounds like you have a wonderful place to live and I can understand why you might want to protect this area and maintain privacy.

I would like to give some information concerning the traffic signal being installed at Welches Road on US26. The proposed traffic signal will be fully traffic and pedestrian actuated. This means that the green indication will remain to the highway unless there is a vehicle on the side street or left turn lane, or if a pedestrian pushes the pedestrian button. Also, the vehicles and pedestrians can not immediately take away the green from the highway just because they are there. The detection in the highway enables the highway traffic to maintain the green for an extended period of time. This is setable in the controller. With the flexibility of the traffic signal controller it is felt that there will be no problem in making sure that traffic on the highway is not unreasonably interrupted. Safety is one consideration for installing traffic signals. Another is the convenience and ease of access to and from the side road.

Your comments concerning Welches Road and the condition of that road because of sewer and water lines is a matter for Clackamas County. This is a Clackamas County road under their jurisdiction for allowing the utilities within the right of way and maintaining the roadway.

I trust that you will find this information helpful.

Sincerely,

Ronald W. Failmezger
Region Traffic Engineer
cc Harry Woodward

bc: H. S. Coulter
L. E. George
F. L. Handt

RECEIVED
STATE HWY ENGR
AUG 13 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

734-1850

8-9-81

S. Harrison
P.O. Box 12
Welches 97067

DEAR MR. WOODWARD:

I'm against any lights up here at Wemme.

During the ice and snow it would be a hazard not a hinderance.

My aunt owned this property for around 30 years. I used to come up as a child. We've owned it for around ten years. Have made this our permanent home for the last four.

So, sometimes we ~~will~~ wait to get out to go to our business in Tigard. We let all the big trucks go. Sometimes, during the heavy use up at Timberline, we have to make a right-go up to Zigzag-make a left-turn around- and head back down. So What!!!

Do you know that we here at Wemme are getting snow when Sandy does---same elevation.

When you cross the bridge on Highway 26 you start your climb up the Mt.

We have the left turn lane at Welches Road coming down. Was a great help with the traffic down the Mt. Only for R.L.I. business.

We here that have to go down Welches Road are made at the Bowmans Red Lion Inn, and every codo they put up. They tear Welches Road up for sewer-water and we have to run the holes. We drive down it like we're drunk to help save our tires and alignment. When they tear a road up to run a line, why don't they black top it back the way it was within so many days or hours. Shadow Hawk or ? below Bowmans, I saw tonight they did their parking lot with black top. The equipment was there. I had to put the truck in low gear and ~~wave~~ weave my way around the holes they made with their sewer-water lines.

We saw at least three trucks going down Welches Road with septic tank rings. Where to? probably Red Lion Inn condos. They are to be on a sewer system, so how come there.

I'm glad our property is 1 2/10 mile from the Bowmans golf course. On the other side of the river.

Judge Tonue or Teage owns it and is dickering with the State for a trade off.

We are three lots, so nobody can be next to us. My next door neighbor, the Shields, Her grandfather plotted out ~~thi~~ all the area on this side of the river. In this whole mountain addition there are four permanent residences--also part time users.

I have a deer that beds down in my back lot at night. The racoons come on the deck at night and fight.

Please no light at Welches Road. The Mt. people can take it as it is. To heck with the flatlanders. They live in Port.
Shirley Hanson.

P.S. Any questions call us after 8:00 P.M.

=26/3-14
MAE 12-11-4

8-9-81

Dear Mr. Woodward,

I'm against any lights up here at Wemme - During the ice and snow it would be a hazzard not a hinderance.

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So, sometimes we wait to get out to go to our business in Tigard. We let all the big trucks go. Sometimes, during the heavy use up at Timberline we have to make a right - Go up to Zig Zag make a left turn around and head back down. So what!!!

Do you know that

[illegible]

We here at Wemme are
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When you cross the
bridge on Hwy 26 you
start your climb up the
Mt.

We have the left turn
lane at Welches Road coming
down - was a great help
with the traffic down
the Mt. Only for R.L.I. Business

We here that have to
go down Welches road are
mad at the Bowmans -
Red Lion Inn and every
condo. they put up - They
tear Welches road up for
sewer - water - and the
have to run the holes.
We drive down it like
were drunk to help save
our tires and alignment.
When they tear a road
up to run a line. Why

don't they black top it
back the way it was
within so many day or hours.
a trader- Hawk or ?. below
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they did their parking
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equipment was there. I
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sewer- water lines.

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I'm glad our property
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side of the river.

Judge Tongue or Teague

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JUL 19
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I have a deer that beds down in my back lot at nite - The racoons come on the deck at nite and fight.

Please - no light at Welches Rock. The Mt. people can take it as it is. To heck with the flatlanders - They live in Port-land.

Emily Hamm

P.S. any questions call us after 8:00 P.M

9270

L.

VICTOR ATIYEH

Department of Transportation

HIGHWAY DIVISION

Region I

9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

August 5, 1981

In Reply Refer To
File No

Marilyn Leslie
Zigzag Star Route
Rhododendron, OR 97049

Re: Traffic Signal
Mt. Hood Hwy. @ Welches Rd.

Dear Ms. Leslie:

I am writing in response to your recent letter to Harry Woodward, District Engineer for the State Highway Division.

I would like to give some information concerning the traffic signal being installed at Welches Road on US26. The proposed traffic signal will be fully traffic and pedestrian actuated. This means that the green indication will remain to the highway unless there is a vehicle on the side road or left turn lane, or if a pedestrian pushes the pedestrian button. Also, the vehicles and pedestrians cannot immediately take away the green from the highway just because they are there. The detection in the highway enables the highway traffic to maintain the green for an extended period of time. This is setable in the controller. With the flexibility of the traffic signal controller it is felt that there will be no problem in making sure the traffic on the highway is not unreasonably interrupted.

Any time a traffic signal is installed the previously free-flowing movement must stop for those times when the side street traffic enters the highway. This means on occasion through traffic would suffer some delays they did not experience before. Safety is one consideration for installing traffic signals. Another is the convenience and ease of access to and from the side road.

The justification for the expense of a traffic signal is the same for any location on the highway system. The need is shown by certain minimum standards for traffic volumes on the highway and the side road as set forth by the National Manual on Uniform Traffic Control

RECEIVED
STATE HWY ENGR
AUG 7'81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Devices for Streets and Highways. These standards have been adopted by the Transportation Commission and were used to approve this installation. The money for highway improvements, which includes the installation of traffic signals, is taken from State and Federal gasoline taxes.

I trust that this information will help you to understand the proposed traffic signal operation and its potential for handling traffic safely.

Very truly yours,

Ronald W. Failmezger
Region Traffic Engineer

cc Harry Woodward

bc H. S. Coulter
L. E. George
E. L. Hardt

#26/3-14
Mr= 12-11-4

Mr Woodward, 9-10-81

This letter is in regard to the traffic light to be installed on the Welches Rd - Hwy 26 intersection. As a resident of the area who uses the Welches road often I have found no problem with entry onto hwy 26. Granted the holidays make entry more difficult but this happens only a few times a year. Do we need to be subjected to a stop sign the year round when the traffic justifies it only a few days a year? Also this is in my opionion only going to make the existing traffic on holidays worse due to the potential backup that may be caused. My main question is where are the thousands of dollars coming from to pay for this? If it is from the State Highway Department they can keep wondering why people vote down new highway fund taxes. Could it be because they are aware of the stupid and wasteful ways in which the money is already spent?

Yours Truly
Marilyn Leslie
Zig Zag Star Rt
Rhododendron Or

P.S. Enclosed are 2 letters to the editor in the Sandy Post 7-9-81.

RECEIVED
[illegible]
DIS[illegible]ER
[illegible]

cc

JUL 13 1981

OE RE RME RO[illegible] [illegible]E
TE RECEIVED RSM
UE [illegible] 1981 RSC
SO REGION I RBI
TO

Nix Welches light

A traffic light has been proposed for Highway 26 at the intersection of Welches Road. The "Hoodland" Chamber of Commerce claims it would enhance safety.

Granted, there have been several accidents at intersections of Highway 26 and Salmon River Road and at Welches Road and Arawana Road.

However, according to "Hoodland" rescue chief Don Armintrout, there have been no accidents at those intersections, since the installation of left-turn lanes. This would negate the necessity of the light for safety reasons.

Safety hazards would be created by the traffic light, due to icy conditions, big trucks coming down Laurel Hill with hot brakes and stop-and-go traffic on an otherwise free-flowing highway.

Welches is not exactly an incorporated like Sandy (although some would like to see that, too.) Why spend a great deal of taxpayers' money on a boondoggle to solely benefit the Rippling River-Red Lion complex and Hoodland merchants?

If you wish to express your concerns on this topic, write to: Harry Woodward, State of Oregon Highway Division, 9002 S.E. McLoughlin Blvd., Milwaukie, 97222.

Erica Steele
Rhododendron

Leave Hood alone

In view of the fact that it is the intent of the Mt. Hood Community Plan to keep Highway 26 in the mountain area an unencumbered scenic highway (unless that Plan has been tampered with again), it surprises and saddens me that the State Transportation Commission is installing a traffic light at the Welches Road and Highway 26 intersection. This well might be an anticipatory cure, that earily could be more deadly than the disease.

The eyebrow-raising statement by highway engineers that undoubtedly there will be a few rear-enders before the public gets used to the light (a pompous remark) sorely tempts one to hope it will be their rear ends which will get smacked. It might be an experimental jolt that would fully awaken their thinking processes. That is, if they survive the impact.

One wonders just how extensively the public and possibly other agencies were informed about this traffic light. Other than the local Chamber of Commerce, of course.

Can't think of a better reason for the taxpayers again to reject any increase in the gasoline tax for this agency.

Some of us again would remind the Mt. Hood Community residents that Mt Hood, is NOT your mountain, nor are the highway, public forests and streams only yours. They belong to the citizenry of the entire United States.

However, to those hardy souls who are trying valiantly to prevent the Mt. Hood Corridor from becoming and "Horridor,"we wish you luck!

As some of us already have found, luck indeed is needed when dealing with some bureaucrats (i.e. Clackamas County, The Boundary Commission and now the State Highway Department) who have short memories, highly flexible consciences and an overabundance of just plain gall.

M. Kasper
Portland

9270

L.

7/23/81

NOTED
H. S. COULTER

Portland, OR
Oregon Journal 7-6

Traffic signal to control intersection at Welches

A traffic signal being installed on the Mount Hood Highway at Welches Road, 11 miles east of Sandy, is expected to be operating in November.

The signal on U.S. 26 will remain green unless there is a vehicle on the side street or left-turn lane or unless a pedestrian pushes the walk button, according to Ron Failmezger, regional traffic engineer for the state Highway Division. Pedestrians and vehicles will not immediately trigger a red signal to U.S. 26 traffic.

Residents in the area have expressed concern that the signal may cause traffic backups on the highway, but Failmezger says the system is designed to prevent that.

"Signal Ahead" signs with flashing warning lights will be installed on the highway in advance of the intersection.

Failmezger said traffic volumes at the intersection have increased to the point that the signal is needed.

Salem, OR
Statesman/Journal 6-24

Scott C. -

Guess this should not be my concern, but on Fri & Sun evening traffic is bumper to bumper for miles in this section travelling 40MPH ±. A signal will reduce this traffic flow to stop & go with extreme back ups. Solution may be worse than problem.

Dale

RECEIVED
STATE HWY ENGR
JUL 24 '81
REFER TO

FOR

Info	Answer	R/D	D/R	Sign	Act	File

9270

L

STATE OF OREGON

INTEROFFICE MEMO

DATE: July 21, 1981

TO: L. E. GEORGE
Traffic Engineer

FROM: RONALD W. FAILMEZGER
Region Traffic Engineer

SUBJECT: WELCHES ROAD TRAFFIC SIGNAL
Public Communication

NOTED

I'm writing this letter to forward additional citizen input concerning the proposed traffic signal at Welches Road on US26. There seems to be a faction that disagrees with previous requests by the local chamber of commerce and political figures in this area that a traffic signal should be installed at this location. I think maybe it's a matter of philosophy concerning the development of the area. There seems to be resentment concerning those developing the area and those that have been living in the mountain area for some period of time. I pass this information on for your awareness of public sentiment.

RWF/gw
Attachment
cc H. S. Coulter
E. L. Hardt
H. E. Woodward

RECEIVED
STATE HWY ENGR
JUL 22 '81
REFER TO

FOR

Info	Answer	R/D	D/R	Sign	Act	File

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

COLLISION DIAGRAM

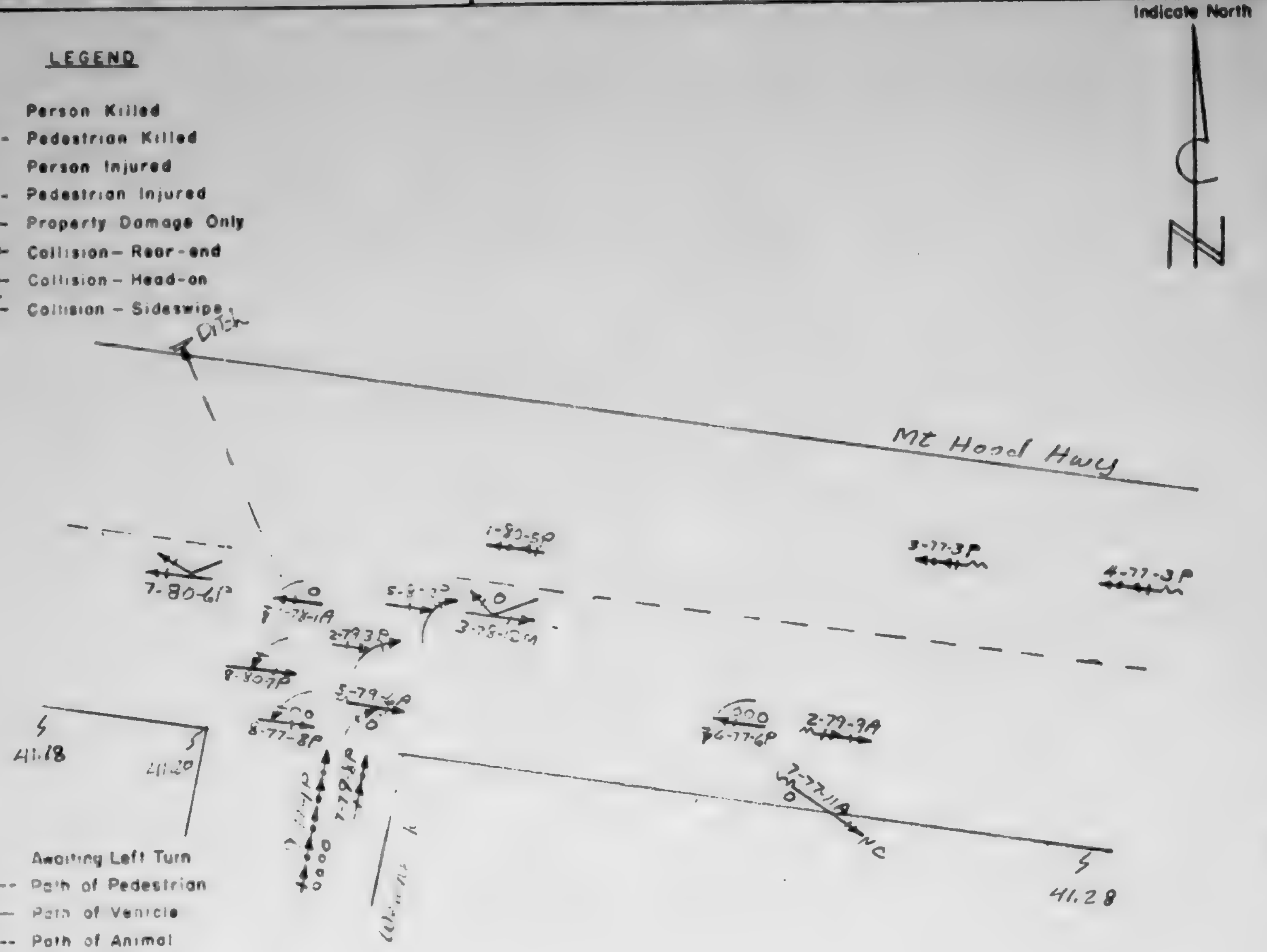
Compiled by SC Date 7-16-81

City ______ County Clackamas
Intersection of ______
and Welches Rd.
Highway and No. Mt. Hood Hwy 26 - US 26
M.P. 41.18 to 41.28 Period Fr. 1/1/77 To 3/31/81

Indicate North

LEGEND

- ● Person Killed
- ◁---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ←— Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe


Ditch
Mt Hood Hwy
1-80-5P
3-77-3P
4-77-3P
7-80-6P
7-78-1A
5-8-
3-78-12M
2-79-3P
8-80-7P
5-79-6P
8-77-8P
7-79-1P
6-77-6P
2-79-9A
7-77-11A
NC
41.18
41.20
41.28

- ★ Awaiting Left Turn
- ◁---- Path of Pedestrian
- ←— Path of Vehicle
- ←---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Day 15
Night 1
Total 16

Collision Type	1977-1978				1979				1980				3 Mos 1981				TOTAL			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end		1	2	3			2	2			1	1						1	5	6
Sideswipe		1		1							1	1						1	1	2
Turning Movement		3		3		1	1	2			2	2						4	3	7
Parking																				
Non-collision		1		1														1		1
Fixed Object																				
Pedestrian																				
Backing																				
Misc																				
TOTAL		6	2	8		1	3	4			4	4				0		7	9	16

Form E-261— 2M- 11-65

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

July 20, 1981

In Reply Refer To
File No

Marjorie Wicks
64855 E. Sandy River Lane
Rhododendron, OR 97049

Dear Ms. Wicks:

I am writing to further respond to your inquiry concerning the proposed traffic signal at the Welches Road intersection. It is good to hear that the recently installed left-turn lane has been effective as a safety improvement. Welches Road is a county road and the traffic using it is accessing facilities along that county road. These include the Rippling River/Red Lion complex and the shopping center near the intersection. All those using this county road would benefit from a traffic signal to gain access to and from Highway US26.

Any time a traffic signal is installed the previously free-flowing movement must stop for those times when the side street traffic enters the highway. This means that on occasions through traffic would suffer some delays they did not experience before. Safety is one consideration for installing traffic signals. Another is the convenience and ease of access to and from side roads.

The justification for the expense of a traffic signal is the same for any location on the highway system. The need is shown by certain minimum standards for traffic volumes on the highway and side road as set forth in the National Manual on Uniform Control Devices for Streets and Highways. These standards have been adopted by the Transportation Commission and was used to approve this installation.

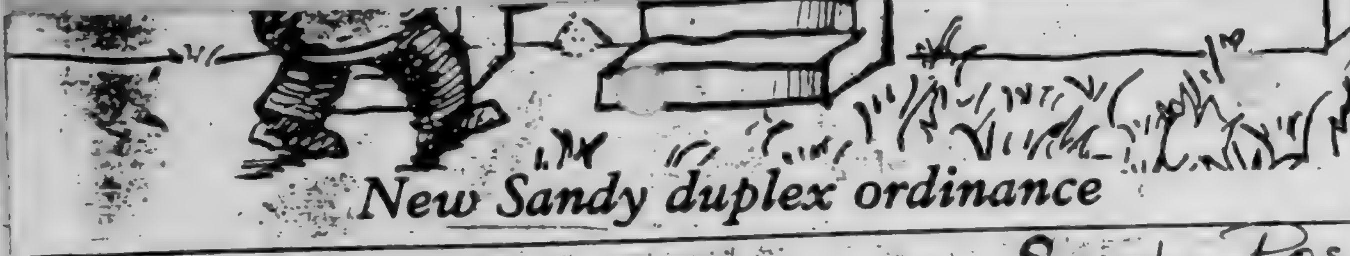
I trust this answers some of your concerns.

Very truly yours,

Ronald W. Failmezger
Region Traffic Engineer

RWF/gw
bc L. E. George
E. L. Hardt
H. E. Woodward

734-1850



New Sandy duplex ordinance

RME RCE
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JUL 10 1981
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Sandy Post 7-9-81

etters to the editor

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downtown core area for our senior citizens. No doubt this is why the senior center was moved from the center of down to the lower end of town so they—the senior citizens—could get more exercise and agility by dodging two dangerous lanes of traffic.

With such experts working on the new postal facility, postal customers should be able to look for it being done by the year 2000 at a very small expense to taxpayers.

But take heart. Maybe by then mail will be handled by a private company like Blair & Associates, and all our problems will be solved.

John R. Metsger
Postmaster Retire
Sandy

Leave Hood alone

In view of the fact that it is the intent of the Mt. Hood Community Plan to keep Highway 26 in the mountain area an unencumbered scenic highway (unless that Plan has been tampered with again), it surprises and saddens me that the State Transportation Commission is installing a traffic light at the Welches Road and Highway 26 intersection.

This well might be an anticipatory cure, that easily could be more deadly than the disease.

The eyebrow-raising statement by highway engineers that undoubtedly there will be a few rear-enders before the public gets used to the light (a pompous remark) sorely tempts one to hope it will be their rear ends which will get smacked. It might be an experimental jolt that would fully awaken their thinking processes. That is, if they survive the impact.

One wonders just how extensively the public, and possibly other agencies were informed about this traffic light. Other than the local Chamber of Commerce, of course.

Can't think of a better reason for the taxpayers again to reject any increase in the gasoline tax for this agency.

Some of us again would remind the Mt. Hood Community residents that Mt. Hood, is NOT your mountain, nor are the highway, public forests and streams only yours. They belong to the citizenry of the entire United States.

However, to those hardy souls who are trying valiantly to prevent the Mt. Hood Corridor from becoming and "Horridor," we wish you luck!

As some of us already have found, luck indeed is needed when dealing with some bureaucrats (i.e. Clackamas County, The Boundary Commission and now the State Highway Department) who have short memories, highly flexible consciences and an overabundance of just plain gall.

M. Kasper
Portland

State 'mythology'

Maybe some of us feel reassured now that the Environmental Committee on Suitability has appointed itself the "Gameskeeper of the Hoodland Corridor," or because a Clackamas County Planner has brushed-up on fables printed in the Mt. Hood Comprehensive Plan or because a biologist from the mythology section of the Department of Fish and Wildlife has alerted us to the elk herds that are trampling the few sections of private property in the corridor.

Far more could be done. Elk crossings should be identified to reduce the toll of maimed motorists along Highway 26 during the elk migration. Brightwood and Wemme should be fenced enclaves to curb elk depredation. Isolated homeowners should be tax-subsidized to help them build elk cellers, provisioned to carry them through the stampede. Wayside refuges could harbor the unwary traveler.

As a survivor of almost 35 years, spent hunting corners and cruising timber over almost all of this beleagured area, I am well aware of our peril from the elk.

But I wish to point out a still greater danger. Having kept accurage game-count during my years in the woods, I feel called upon to warn our threatened residents and visitors that I have recorded the sightings of exactly the same number of wild gorillas as elk.

Milton M. Fox
Brightwood

Nix Welches light

A traffic light has been proposed for Highway 26 at the intersection of Welches Road. The Hoodland Chamber of Commerce claims it would enhance safety.

Granted, there have been several accidents at intersections of Highway 26 and Salmon River Road and at Welches Road and Arawana Road.

However, according to "Hoodland" rescue chief Don Armintrout, there have been no accidents at those intersections, since the installation of left-turn lanes. This would negate the necessity of the light for safety reasons.

Safety hazards would be created by the traffic light, due to icy conditions, big trucks comihg down Laurel Hill with hot brakes and stop-and-go traffic on an otherwise free-flowing highway.

Welches is not exactly an incorporated like Sandy (although some would like to see that, too.) Why spend a great deal of taxpayers' money on a boondoggle to solely benefit the Rippling River-Red Lion complex and Hoodland merchants?

If you wish to express your concerns on this topic, write to Harry Woodward, State of Oregon Highway Division, 9002 S.E. McLoughlin Blvd. Milwaukie, 97222.

Erica Steele
Rhododendron

Support students

The Sandy High School vocal music department will have a booth at Meinig Park during the Sandy Mt. Days Festival this weekend.

We will be selling sauerkraut and sausage, hot chocolate, pop and coffee.

I would like to take this opportunity to invite everyone to have a meal with us.

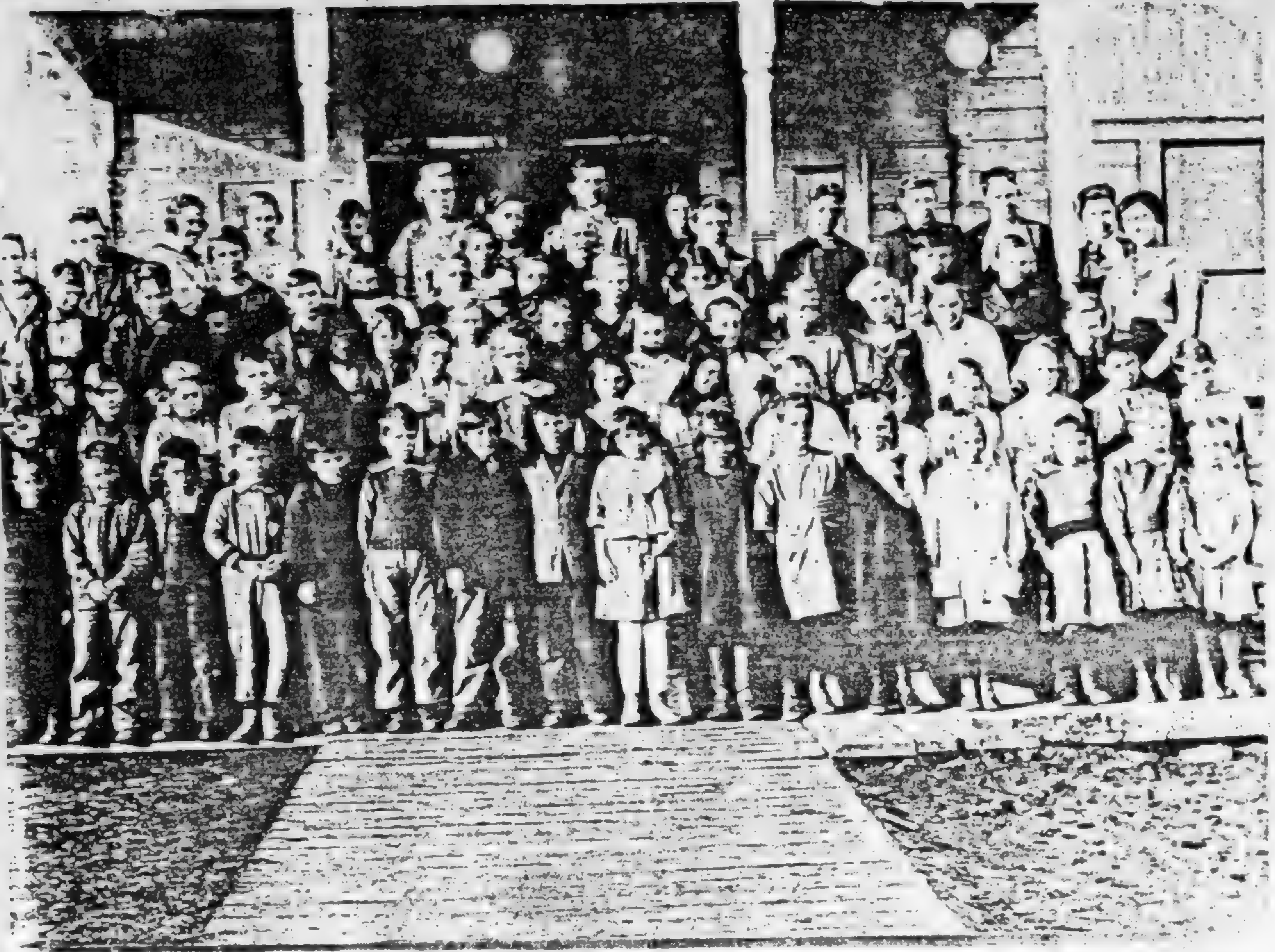
Your support will help our efforts in raising money for a trip this coming school year. We will be representing the Sandy community and will appreciate your help in making this trip possible, so come eat with us.

Christine Pettingill
S.U.H.S.

"Thank you"

Jeanne and Gene Kelley would like to thank all the people of Sandy for their concern and prayers during Jeanne's recent stay in the hospital, with special thanks to the residents of Gary Street and Reed Circle.

Gene Kelley
Sandy



eunion will be held in the Nass Building at Boring on en 1 and 5 p.m. This reunion is especially open for those who attended school in the old building on Richey Road. Photo courtesy of Miles Aubin.

INEST PRODUCE

FIRST OF THE SEASON, WALLA WALLA

YELLOW ONIONS

JUMBO SWEETS

4 LBS. 99¢

WE'VE GONE "PLUM CRAZY"

PLUMS

JULY ROSA, WICKSON, EL DORADO, GREEN ROSA, SANTA ROSA OR MARIPOSA

Welches traffic light "won't present hazard"

The proposed traffic light at the intersection of Welches Road and U.S. Highway 26 won't present a traffic hazard, according to region traffic engineer Ron Failmezger, of the State Highway Division.

Failmezger said that traffic volumes at the controversial intersection have increased and warrant installation of a traffic signal.

But many area residents have expressed concern that the signal may cause traffic backups on U.S. 26. Failmezger said the system is designed to prevent that.

"The traffic signal will remain green on U.S. 26 unless there is a vehicle on the side street or left-turn lane, or if a pedestrian pushes the walk button," he said. "Pedestrians and vehicles will not immediately trigger a red signal to U.S. 26 traffic. This signal controller will be flexible enough that there will be no problem in making sure traffic on the highway is not unreasonably interrupted."

"Signal Ahead" signs with flashing warning lights will be installed on the highway in advance of the intersection.

Failmezger said that he will be observing the traffic numerous times during the day, including weekends, after the signal is activitated to make sure the timing and warning signs are adequate.

The signal is expected to be operating some time in November this year. The State awarded a contract this April.

Commissioners aiming

NEWS FROM THE

OREGON DEPARTMENT OF TRANSPORTATION

METROPOLITAN BRANCH
5821 NE Glisan
Portland 97213

For Further Information
Contact Vickie Rocker 238-8226

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UE JUL - 7 1981 RSC
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TO

For Immediate Release

July 2, 1981

In April of this year, the State awarded a contract to install a traffic signal on the Mt. Hood Highway at Welches Road, approximately ~~11~~ 17 miles east of Sandy. The signal is expected to be operating some time in November 1981.

According to Ron Failmezger, Region Traffic Engineer for the State Highway Division, traffic volumes at the intersection of US 26 and Welches Road have increased and warrant installation of a traffic signal.

Some area residents have expressed concern that the signal may cause traffic backups on US 26, but Failmezger said the system is designed to prevent that.

"The traffic signal will remain green on US 26 unless there is a vehicle on the side street or left-turn lane, or if a pedestrian pushes the walk button. Pedestrians and vehicles will not immediately trigger a red signal to US 26 traffic. This signal controller will be flexible enough that there will be no problem in making sure traffic on the highway is not unreasonably interrupted", said Failmezger.

"Signal Ahead" signs with flashing warning lights will be installed on US 26 in advance of the intersection.

Failmezger said he will be observing the traffic numerous times during the day including the weekends after the signal is turned on to make sure the signal timing and warning signs are adequate.

-30-

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
9002 SE McLoughlin Blvd., Milwaukie, OR 97222

June 18, 1981

REGION I

RE RME RCE CE TE
UE SO REM RSC
RSI BE [illegible]

Majorie Wicks
64855 E Sandy River Ln.
Rhododendron, OR 97049

Dear Ms. Wicks:

I'm writing to attempt to answer concerns mentioned in your June 3 letter concerning the proposed traffic signal at the intersection of the Mt. Hood Highway, US 26, with Welches Road. You appear to have some understanding of the traffic signal operations, in that it will be fully traffic and pedestrian actuated. This means that the green indication will remain to the highway unless there is a vehicle on the side street or left turn lane, or if a pedestrian pushes the pedestrian button. Also, the vehicles and pedestrians can not immediately take away the green from the highway just because they're there. The detection in the highway enables the highway traffic to maintain the green for an extended period of time. This is a setable value in the controller. With the flexibility of the traffic signal controller, it is felt that there will be no problem in making sure that traffic on the highway is not unreasonably interrupted.

Also, the traffic signal can be seen from each direction for a considerable amount of distance. There will be a 12" lensed traffic signal heads, two in each direction, on the highway, which will be quite visible. In addition, there will be Signal Ahead Symbol signs with 8" flashing yellow beacons 650 feet in advance of the intersection. In addition to this, we will be placing portable Signal Ahead Symbol signs in advance of the traffic signal for the first week of operation.

There will be a person observing traffic for numerous times of the day, plus weekends, after this traffic signal is turned on to make sure that the traffic signal timing is proper for all traffic movements, and that the proposed warning signs are adequate.

I trust that this information will help you to understand the proposed traffic signal operation and its potential for handling traffic safely.

Very truly yours,

Ronald W. Failmezger
Region Traffic Engineer

cc Harry Woodward

bc Ed Hardt

MF= 12-11-4

Rhododendron, Ore. 97049

June 3, 1981

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JUN 10 1981

Mr. Harry Woodward, Engineer, D.O.T.
9002 S.E. McLoughlin Blvd.
Milwaukee, Oregon 97222

Dear Mr. Woodward,

I am writing with some concerns about the proposed traffic light on U.S. Highway 26 at the intersection of Welches Rd. in "Hoodland." I realize this is a late time to write, as the bids for this proposed light have already been let. However, I hope you will consider my concerns and reexamine the issue.

I am aware of the concern for safety on the U.S. 26 Mt. Hood corridor, and the number of traffic fatalities which have occurred there over the past years. As I wrote before, I appreciate the improvements which have been made, including the brake check area, truck runaway ramp, new signing, and the left turn lanes at Salmon River Rd. and Welches Rd. intersections. I have been informed by the Hoodland fire and rescue chief, Don Armintrout, that there have been no accidents at the Salmon or Welches intersections since the left turn lanes have been installed. That fact would indicate the effectiveness of the left turn lanes, but also seems to negate the need for a traffic light at Welches Road.. It seems there are several negative aspects about a traffic light at that location. With traffic coming from a 4 lane highway to the west, and various sections of 3 lane highway to the east, cars are funneled into the two lane section of U.S. 26 in the Welches area.

On busy weekends, the highway at this point is already jammed with heavy traffic. A traffic light would only serve to further back up the cars. This intersection cannot be compared to the traffic lights in Sandy, which has a divided 4 lane highway with cross streets.

As I understand the proposed traffic light, it would work on a "trip" system from Welches Rd., remaining green for U.S. 26 traffic until a car approaches from Welches Rd. to change the signal. Two concerns arise from that arrangement: even with new signs warning of an approaching traffic light, many unsuspecting drivers on U.S. 26 may reach the intersection without realizing a traffic light has been installed, and not be able to stop in time to avoid an accident with a car turning from Welches Rd. with a right-of-way green light. Also, it may appear that the signal at that corner is designed to accomodate mainly narrow, special interest groups, Red Lion/Rippling River in particular. Why bottle up traffic and create accident potential when the safety concern is no longer high, and the main interest served may be commercial?

My final concern on this issue is with cost. I have heard a $39,000. figure used in discussions on this proposal. Whether or not that figure is accurate, it would seem that in this time of budget cuts and limited federal funding, whatever amount is allocated to the traffic light installation could be more efficiently used on higher priority items.

Thank you.

Sincerely,

Marjorie Wicks

9270

H. S. Coulter L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 | PHONE 653-3090

NOTED
H. S. COULTER

STATE HWY ENGR
APR 30 '81
REFER TO
FOR
Info Inves R/O D/R Sign Act File

In Reply Refer To
File No.:

April 29, 1981

Ms. Carolyn Smith
P. O. Box 404
Welches, OR 97067

Dear Ms. Smith:

I have your April 22 letter addressed to District Engineer Harry Woodward regarding the proposed traffic signal at Welches Road and Highway 26. I'm taking the liberty of answering this letter since I had more involvement in the development of the project than Mr. Woodward. I'll answer your questions as you posed them.

(1) Q. What studies were conducted and by whom? What were the findings? When were these studies conducted? Will copies of these studies be made available to us? When?

A. A traffic count of the intersection was made during the week of August 24-31, 1979 by Region Traffic Engineer Ron Failmezger. The finding was that a traffic signal at the Welches Road intersection was warranted. "Warrants" have been set up by the National Advisory Committee on Uniform Traffic Control Devices, U.S. Department of Transportation, in order that signals are installed throughout the country on a uniform basis and that they are really needed before they are installed. I've attached a copy of the data that was collected for that study.

(2) Q. Who initially proposed the stop light?

A. Our records indicate that a letter dated August 15, 1979 from the Hoodland Chamber of Commerce addressed to Mr. Anthony Yturri, Chairman of the Oregon State Transportation Commission, first formally requested installation of the signal. There probably were informal requests prior to that time but I don't have a record of them.

(3) Q. What groups or organizations were contacted concerning the proposed stop light? When were they contacted?

A. None, as far as I know.

(4) Q. What meetings were held concerning the proposed light? When were they held and how were these meetings advertised? Who attended these meetings?

A. On November 28, 1979 the Highway Division held a "Six-Year Program Meeting" in Gresham. About fifty people attended. The purpose of this meeting was to discuss the Highway Division's proposed construction program for the next six years. This meeting was well publicized in all of the local media. At that meeting a number of people testified to the effect that they wanted a stop light installed at Welches Road.

(5) Q. What alternatives to the light, if any, were seriously explored? Why weren't they selected?

A. The only alternatives that come to mind for a traffic signal are either stop signs on the highway, rerouting the traffic to a different location, or a grade-separated interchange. None of these alternatives are practical at the Welches Road intersection.

(6) Q. What groups or individuals had input on the proposed light?

A. In addition to those mentioned earlier that testified at the meeting in Gresham, we received a letter from State Representative Jane Cease on February 28, 1980 requesting that the installation of the traffic signal at Welches Road be expedited.

You asked about receiving a copy of the environmental impact statement for the project. None was written since installation of the traffic signal environmentally falls into a classification called "Categorical Exclusion" which, by agreement with the Federal Highway Administration, does not require any environmental investigation.

The contract for installation of the signal was awarded on April 1, 1981. Because the request for the signal came from members of the community, and since the signal is warranted, we plan to proceed with its installation.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Region Engineer

ELH/cp   bc H. S. Coulter w/attach   Harry Woodward
L. E. George "

Mount Hood EPA
P.O. Box 404
Welches, Oregon
97067

Harry Woodward
State Highway Department
Engineer's Office
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon

April 22, 1981

Harry Woodward:

We are citizens of the Mount Hood area who have a number of reservations concerning the proposed stop light to be placed at the junction of Highway 26 and Welches Rd. We feel that this proposal would be a mistake. It is our opinion that the light would cause congestion rather than enhance the flow of traffic.

Our obvious objection to the light is that the community, as a whole, was not notified of the plan, and therefore, the community has not been able to give the necessay input to develop alternatives to this proposal.

We are requesting the schedule of events that has led up to the proposed light. Specifically, we want to know the following:

1) What studies were conducted and by whom? What were the findings? When were these studies conducted? Will copies of these studies be made available to us? When?
2) Who initially proposed the stop light?
3) What groups or organizations were contacted concerning the proposed stop light? When were they contacted?
4) What meetings were held concerning the proposed light? When were they held and how were these meetings advertised? Who attended these meetings?
5) What alternatives to the light, if any, was seriously explored? Why were'nt they selected?
6) What groups or individuals had input on the proposed light?

We are also requesting a copy of the environmental impact statement that must have been conducted since the light will have considerable impact on the aesthetics of the area.

We are requesting that you delay any further action on the light until we have received the above mentioned information and have had ample time to respond. The bids scheduled to go out onApril 30th should, therefore, be cancelled.

RECEIVED
STATE HWY ENGR
APR 27 '81
REFER TO
FOR

Info	Inves	R/D	D.R	Sign	Act	File

Sincerely,

Carolyn Smith

Carolyn Smith
for the Mt. Hood Enviromental
Planning Association
622-4852

c.c.:Governor's Office
Scott Coulter

9270

L.

January 30, 1981

Rev. Stan Wall
Mt. Hood Evangelical Free Church
P. O. Box 278
Welches, OR 97067

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 7425

Dear Rev. Wall:

Attached for your records is a fully executed copy of an agreement covering the installation of additional traffic signals to serve an access to the Mt. Hood Church at Welches Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmd

Attachment

bc: Don Harwell (agreement attached)

9270

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Approved: L. E. George
MCH:pf
12/5/80

Misc. Contracts & Agreements
No. 7425

PROJECT MANAGEMENT BRANCH
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FILE: PM FA LG.

Rev. Stan Wall
Mt. Hood Evangelical Free Church
P.O. Box 278
Welches, Oregon 97067

Dear Rev. Wall:

The Oregon State Highway Division (State) plans to install traffic signals on the Mt. Hood Highway at Welches Road (project). In compliance with a request from the Mt. Hood Evangelical Free Church (Church), State will modify the design of said traffic signals to include signalization of Church's approach road, directly opposite Welches Road, subject to the following terms and conditions.

The State will design and install the traffic signal equipment, including advance detector loops, and pay all costs of the project which are in excess of $2,000. Upon completion of the project, the State will perform all maintenance necessary for operation of the traffic signals.

The Church shall, upon execution of this agreement, forward to State an advance deposit in the amount of $2,000, said amount being equal to the Church's agreed maximum participation in the project costs.

the parties hereto have set their hands and
hereinafter written.

) was approved by the Ore-
1980 as a part of the Six

, by a duly adopted dele-
y Engineer to sign this
sion. Said authority is
ansportation Commission.

OF OREGON, by and through
epartment of Transportation,
ay Division

Highway Engineer

OOD EVANGELICAL FREE CHURCH

Stanley Wall
Pastor

From Metro Jon Rose | Date 1/15/81
To Buz Swan.
[✓ Program Mgmt.] Traffic Region 1

Comments: Here are 3 copies of the M^T Hood Hwy @ Welches Rd. cooperative finance agreement, signed by the Church and approved by Metro. Also, the attached check ($2000.00) should be forwarded to Accounting to be applied toward project costs. Please process.

Jon Rose

Form 734-3122

9370

September 26, 1980

AGR 4-2

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 7357

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering installation of traffic control signal equipment on the Mt. Hood Highway at Welches Road in Clackamas County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment

bc: Don Harwell (agreement attached)

9270

OREGON STATE HIGHWAY DIVISION

TO: Buz Swan - Mainer Holmes

SUBJECT: Proposed Agreement (MT Hood Hwy- Welches)

FROM: Jon Rose

DATE: 11/17/80

The attached letters ~~pro~~ describe an addition to the presently proposed signal on the MT Hood Highway at Welches Road. The Church has had an access some distance from Welches Road and on the opposite side of the MT Hood Hwy. and now proposes to construct a new approach directly opposite Welches Rd. D.E. Harry Woodwards supports this change and recommends that the signal be designed to accomodate the Church access. Construction will be at Church expense. Any additional P.E. required by the change would be insignificant. Please prepare the necessary agreement with the Church.

Jon Rose
(SIGNATURE)

PLEASE REPLY HERE

CC: ______ ______ (SIGNATURE) ______ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222
September 24, 1980

Rev. Stan Wall
Mt. Hood Evangelical Free Church
P. O. Box 278
Welches, Oregon 97067

Dear Rev. Wall:

This is in response to our telephone conversation of September 23, 1980, concerning the proposed signal installation at Welches Road and the effect on your proposed access.

The project, as prpposed, will provide signalization for the highway and Welches Road with separate left turn signalization for making a left turn from the highway to Welches Road. The project is scheduled for contract in January 1981. The signals should be operational sometime next summer.

At this stage in the design process of the proposed signal, we have the opportunity to include signal indication and detection to provide access from your planned approach onto and across the highway with the signal. Additional materials required for providing a signalized access would be two signal heads and the detection placed in the road surface on your approach. It is estimated the additional cost would be approximately $2,000.00. This cost would not include a separate left turn signal for access from the highway into your approach. To provide that, additional roadway width would have to be constructed which would amount to a substantial amount of money.

Please notify me by letter if you are interested in providing the approximate $2,000.00 for the signal modification for the church road approach.

I will need your immediate response so that an agreement can be written to provide for this design change.

Respectfully,

Harry E. Woodward 653-3164
District Engineer

HEW:kd

RECEIVED

OCT 15 1980

(+ other letter....)

Mt. Hood Evangelical Free Church

Lolo Pass Road
Zig Zag, Oregon

P.O. Box 53
Rhododendron, Oregon
97049

Stan Wall, Pastor
(503) 622-3575

Dear Harry -

We would like to have the signal modification as you suggested in your letter to us dated 9/24/80. The amount of approximately $2000 seems reasonable to us please plan to provide the signalization for us.

Thanks So Much
Stan Wall

P.S.

Could you please move the street sign in our new access - we would like to begin using it.

1270 6-24-80 26

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

IDENTIFICATION

PROJECT NAME: Mt. Hood Highway @ Welches Road

HIGHWAY NAME: Mt. Hood

HIGHWAY NUMBER: 26

REGION I	ADMINISTRATIVE DISTRICT 2C	COUNTY Clackamas	CITY
LENGTH 0.0	MILEPOST NUMBER 41.2 TO	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Install a three-phase traffic actuated signal at the intersection of the Mt. Hood Highway at Welches Road (M.P. 41.2).

REFERRED TO
Board
Cole
Erikson
Hager
Stroudenmeyer
Mann TD
✓ Watson
Leu
Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 6,600

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 2000 - 10,000

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☒	☐	☐
	PROPOSED	☐	☐	☒ -------	☒	☐	☐

DESIGN SPEED (MPH) 55	DESIGN STANDARDS	TRAFFIC ANALYSIS ☒ LIGHT ☐ MEDIUM ☐ HEAVY

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sulliven
Terpin
Trout
4 Wakerig

RECEIVED
JUL 08 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

APPROVED
Frank E. Terpin
Location Engineer
Date 6/24/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PR OSED NUMBER AND WIDTH
TRAVEL LANES	Two 16' lanes	Same
SHOULDERS		
MEDIANS	*14' left turn lane	Same
PARKING LANES		
SIDEWALKS		
BIKEWAYS		6 ft Shldr. Bikeway
INTERCHANGES		
OTHER:		

*The left turn lane is being constructed by State forces during Summer, 1980.

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Electrical, water, natural gas

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(1.0)	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3
RECOMMENDED CONSTRUCTION DATE	______ (Region)	F. 30 '81 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

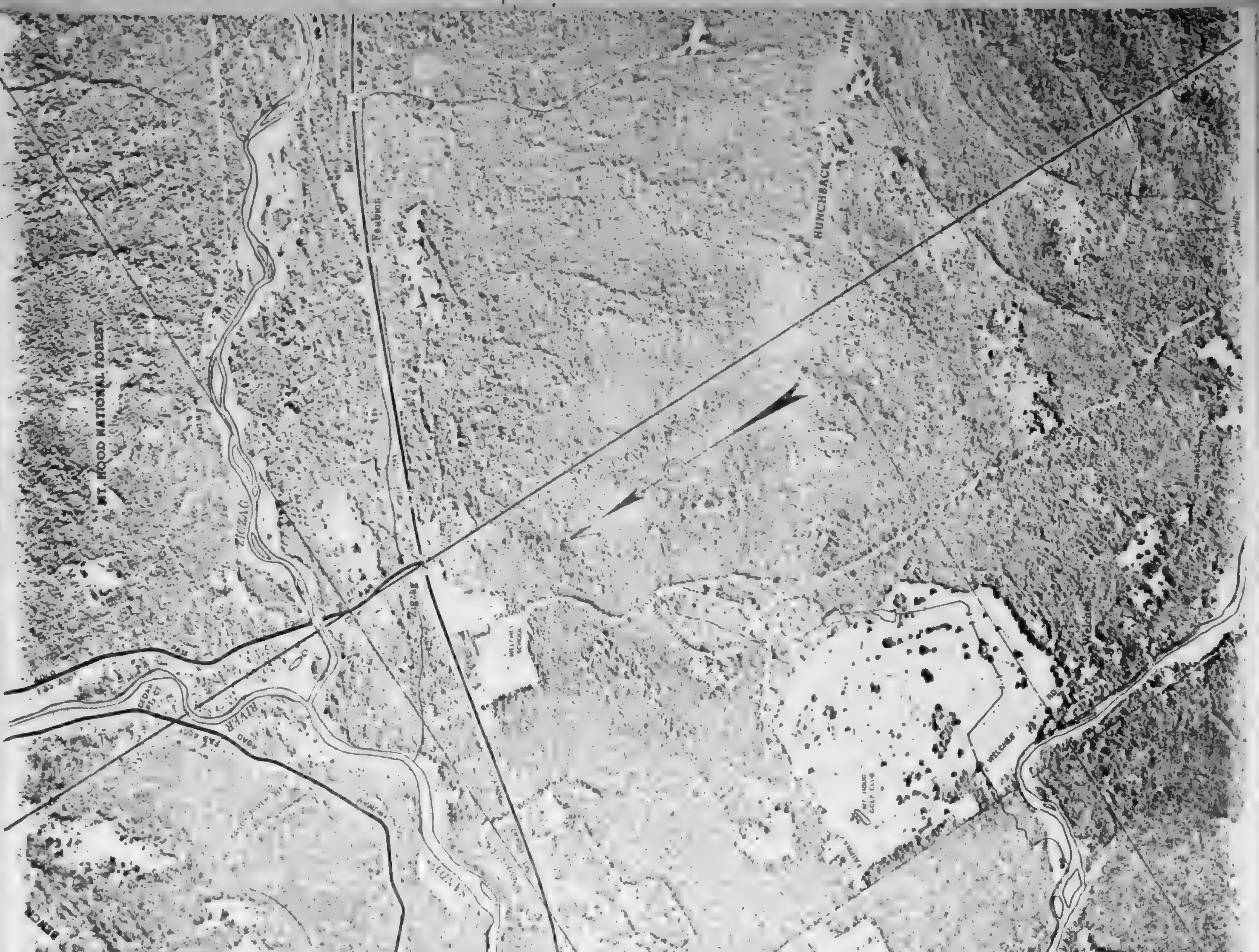
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	7,350	7.350
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Traffic signal installation	63,000	63,000
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	70,350	70.350

SUBMITTED BY ____________________


MT. HOOD NATIONAL FOREST
ZIGZAG
RIVER
HUNCHBACK
NTAIN
WELCHES SCHOOL
RIVER
MT. HOOD GOLF CLUB
WELCHES
CRUTCHER
WELCHES

PROPOSED
PROJECT

1220

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

April 4, 1980

In Reply Refer to
File No.
80-12

Honorable Wayne Fawbush
State Representative
Rt. 2, Box 1246
Hood River, OR 97031

#10,398

Chairman Yturri has advised you of action by the commission in placing the Wildwood-Zigzag project in our Six Year Program for 1984. We will be working towards preparing the project for contract at that time.

As an interim measure, we are proceeding as indicated to construct left-turn refuges at the three intersections involved on the project, those being Welches Road, Arrah Wanna Boulevard, and Salmon River Road, this summer.

As I indicated to you earlier, we have previously completed a traffic signal warrant investigation of the Welches Road and placed that project on the state-wide priority traffic signal list for a three-phase traffic signal. We plan, at this time, to proceed with the installation of a signal at Welches Road in FY 1981.

We have just completed the traffic signal warrant investigations for the other two intersections using recent accident records, collision diagrams from the accidents, and vehicle counts. Recent information indicates neither of these locations meets minimum warrants for installation of traffic signals at this time. Neither of the intersections actually meets any of the five warrants, minimum vehicle volume, interruption of continuous traffic, minimum pedestrian volume, accident experience, and systems warrant.

I think that in the case of the volumes involved, the left-turn refuges at the latter two intersections should adequately address the perceived problems by your constituents

ROBERT N. BOTHMAN
Administrator

RNB/po

cc: F.B. Klaboe
E.L. Hardt

NOTED
F. B. KLABOE

RECEIVED
DOT DIRECTOR
APR 4 '80
REFER TO
FOR
Info | [illegible] | [illegible] | [illegible] | Sign | [illegible] | File

9270.

CON 21

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. H. Moehring
Assistant State Highway Engineer
Project Management Branch

DATE: April 3, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal
Mt. Hood Highway at Welches Road

In the Six-Year Highway Improvement Program a three-phase traffic signal is included as part of the Wildwood-Zigzag Project on Page 9 (Map Index 152). In a March 11, 1980, letter from H. S. Coulter to Repreesntative Jane Cease it was indicated that the signal would be contracted in fiscal year 1981. Sixty thousand dollars is included in this project for the traffic signal. It is now estimated that the signal construction cost will be $63,000.

Enclosed is a project request form. Please take the necessary steps to program the project for a January 1981 contract letting date. An agreement will need to be prepared in accordance with the AOC agreement for the installation of traffic signals. According to the AOC agreement, the County would pay for 25 percent of the installation costs, the State share being 75 percent with the State paying for maintenance and the County for power.

This project falls under the statewide program categorical exclusion.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

DKH:jrb
cc: H. S. Coulter ✓
E. S. Hunter
F. E. Terpin
E. L. Hardt

RECEIVED
STATE HWY ENGR
APR 7'80
REFER TO
Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

This is a commitment
R

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

Date: 4-4-80

A. IDENTIFICATION:

Proposed Section: Welches Road
Region: 1
Highway: Mt. Hood
St. Hwy. No. 26 M.P. 41.2 to M.P. ____ Length: ____
County(s): Clackamas
(Attach Sketch Map)
Recommended Construction Date: January 1981
Proposed 6 YP Yes
Method of Doing Work: Contract Yes
St. Force ____
Other ____

B. FINANCING

☐ Postpone

☐ Cancel

Section		Year	Funds Available
Wildwood-Zigzag	Current 6 YP	1984	$60,000
	Recommend	1981 Signal only	
	Current 6 YP		
	Recommend		

If not one of the above - Recommended Financing: Joint State-County per AOC agreement (75 % State - 25% County)

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☒ XX, OTHER ☐ ____

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:										
Proposed Facility:										

D. DEFINE THE PROBLEM: It is difficult for traffic to get on the highway from Welches Road and the interruption of continuous traffic warrant for the installation of a traffic signal is met.

E. PROPOSED SOLUTION: Install a three-phase traffic actuated signal

F. REASON FOR REQUEST AT THIS TIME: The need for a traffic signal has been documented and a March 11, 1980, letter from H. S. Coulter to Representative Jane Cease said it would be contracted in fiscal year 1981.

G. COST ESTIMATE

Roadway Work	$
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).	
Structures	
Other (Define) Traffic Signal Installation	63,000
Preliminary Engineering (By Whom) State Highway Division	2,500
TOTAL	$ 65,500

H. REQUESTED BY: ____
Region Engineer or Section Head

Approval/Disapproval ____
State Highway Engineer Date

Approval/Disapproval ____
Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date ____

Remarks & Action Taken:

Form 734-1386 (3-78)

[illegible]

NOTED
H. S. COULTER

CON 21

March 11, 1980

Copy
10 398

The Honorable Jane Cease
State Representative
2625 N.E. Hancock
Portland, OR 97212

Dear Representative Cease:

I have your February 28 letter regarding the installation of a traffic signal at Welches Road on the Mt. Hood Highway.

The Highway Division's Six-Year Highway Improvement Program will be approved by the Transportation Commission on March 25. The construction program shows a major improvement of this section of highway between Wildwood and Zigzag (including a signal at Welches Road) to be started during Fiscal Year 1985. This will be a four-laning of the highway with turning lanes and is estimated to cost about $2 million. However, this summer state maintenance crews will construct turning lanes on the highway at Arrah Wanna Road, Welches Road and Salmon River Road and we will let a contract for the traffic signal at Welches Road in Fiscal Year 1981.

As you can see, we are making improvements to this section of road on an incremental basis. We would like to do the major project immediately but funding constraints require that it not be done until 1985. In the meantime, the turning lanes installed this year and the Welches Road signal next year should help improve traffic conditions.

Sincerely,

H. S. Coulter
State Highway Engineer

ELH:gw jh
bc: F. B. Klaboe
R. N. Bothman
D. H. Moehring
E. L. Hardt
Bob Hamilton

JANE CEASE
MULTNOMAH COUNTY
DISTRICT 18

REPLY TO ADDRESS INDICATED:
☐ HOUSE OF REPRESENTATIVES
SALEM, OREGON 97310
☒ 2625 N.E. HANCOCK
PORTLAND, OREGON 97212

COMMITTEES
MEMBER:
INTERGOVERNMENTAL AFFAIRS
TRANSPORTATION

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

February 28, 1980

Transportation Commission
c/o H. S. Coulter
140 Transportation Building
Salem, Oregon 97310

Dear Commissioners:

I am writing to request that an earlier construction date be set for signal controls on U. S. Highway 26 at the Welches intersection on the way to Mt. Hood. A constituent of mine who owns a second home in the area has discussed with me the many problems of congestion in the area. He indicates that it is frequently very difficult to achieve access onto U. S. 26 from the intersection. He says this creates impatience in the waiting driver who then takes risks entering the highway and creating dangerous driving situations for other vehicles.

I understand you will decide this issue on March 25. I hope that you will move the signal construction forward to an earlier date.

Thanks for your time. Please contact me if you need to do so.

Sincerely,

Jane Cease

Jane Cease
State Representative

RECEIVED
STATE HWY ENGR

MAR 4 '80

3/5
cy

REFER TO Ed Hardt

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

R

9270.

GENERAL FILES

September 28, 1979

Mr. Gus Turner
Executive Secretary
Hoodland Chamber of Commerce
P. O. Box 158
Welches, OR 97067

Dear Mr. Turner:

We have completed the traffic investigation of the intersection of Welches Road and Highway 26.

A left-turn refuge will be installed at this intersection. It is expected this will be completed by next summer.

We found that the intersection warrants a traffic signal installation and it will be added to the statewide list of locations to be signalized when funding permits.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

cc Anthony Yturri
bc F. B. Klaboe
E. L. Hardt
L. E. George
Harry Woodward

Cy Ed Hardt
2-26-80
ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
September 21, 1979

FROM: RONALD W. FAILMEZGER
Region Traffic Engineer

TO: L. E. GEORGE
Traffic Engineer

SUBJECT: TRAFFIC SIGNAL WARRANT STUDY
Mt. Hood Hwy. @ Welches Rd.
US 26, Hwy. No. 26
MP 41.20

This is a followup investigation in response to Fred Klaboe's draft letter for Chairman Yturri's suggested reply to the Hoodland Chamber of Commerce.

The attached hourly traffic count data for the week of August 24 through 31 shows that the Interruption of Continuous Traffic Warrant No. 2 is met Friday through Monday.

Please place this location on the Statewide signal priority list for a three phase full actuated traffic signal at an estimated cost of $50,000.

Region maintenance forces plan to install a left turn refuge at this intersection. It is expected this will be completed by next summer.

Prepare letter to
Gus Turner

RWF/gw

Attachment

cc: H. S. Coulter
Ed Hardt
Harry Woodward

RECEIVED
STATE HWY ENGR
SEP 24 '79
REFER TO
FOR
Info [illegible] R/D [illegible] [illegible] Act File

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 28, 1979

IN REPLY REFER TO
FILE NO.:

Mr. Anthony Yturri, Chairman
Oregon Transportation Commission
c/o Yturri, Rose and Burnham
89 S. W. Third Street
Ontario, Oregon 97914

OE RE RME RCE BE
TE RECEIVED RSM
UE AUG 3 1 1979 RSC
SO REGION I RBI
TO

Dear Tony:

Enclosed is a letter addressed to you, which was received in this office, concerning Highway 26 between Brightwood and Government Camp.

Also enclosed is a suggested reply for your consideration. Should you have any questions, please give me a call.

Sincerely,

F. B. Klaboe
Director

Enc.

FBK:fn

bc H. S. Coulter ✓
Ed Hardt

RECEIVED
STATE HWY ENGR

AUG 30 '79

REFER TO
Ed Hardt

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Please follow up.

Ron - Scott says follow up. I presume you are. ELH

3220

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Oregon Transportation Commission

OFFICE OF ANTHONY YTURRI, 89 S.W. THIRD AVENUE, ONTARIO, OREGON 97914

4 September 1979

In Reply Refer To
File No.:

Mr. Gus Turner
Executive Secretary
Hoodland Chamber of Commerce
P. O. Box 158
Welches, OR 97067

Dear Mr. Turner:

At my request, the Highway Division staff investigated the traffic problems on the Mt. Hood Highway which you mentioned in your letter of August 15.

The Division's traffic engineers will determine if traffic signal warrants are met at the intersection of Welches Road and Highway 26. If the warrants are met, the intersection will be placed on a statewide priority list for traffic signal installation. You will be advised of the results.

Under the minor betterment program, the Division's maintenance forces plan to install a left-turn lane at this intersection. It is expected this work will be completed by next summer. The traffic volumes at the Salmon River Road intersection neither warrant a left-turn lane nor a traffic signal.

Because of the runaway truck problem at Map Corner, the Highway Division is planning a project which involves construction of a truck escape ramp. As part of the project, large signs warning motorists of the downgrade ahead will be installed in the Government Camp area. A truck brake check area, where truckers may examine their equipment before descending the hill, will be included. At the same time, there will be resurfacing of the roadway from Zigzag River to Government Camp. The upgraded signing and brake check area are expected to be completed by October 15. The resurfacing, which includes upgrading of guardrail in that area and the truck escape ramp are to be contructed this fall and should be completed during the next construction season.

As you requested, I am including the traffic counts and accident statistics for the section of highway between Brightwood and Government Camp. Each mile of state highway is prioritized by accident rate and, you will note from the enclosed data, that

[illegible] — see file
9-7-79

Form 734-3122

Mile 44 is ranked 489th statewide. This is the only mile on this section of the highway that appears on the statewide ranking list. This ranking indicates that there are 488 miles of rural state highway that have a higher accident rate than Mile 44 on the Mt. Hood Highway.

#10 398

The widening of the highway between Wildwood and Zigzag was included in the last Six Year Highway Improvement Program. This project was to be funded if the two measures which would have increased highway revenue had been approved by voters in 1978. As these two measures were rejected by the voters, funds are not available for the project. Sometime later this year, we will be holding statewide meetings on the new Six Year Highway Program. I would recommend at the hearings in your area a strong pitch be made for the widening of this section of highway so it may be considered in the overall program.

If you have any questions, please contact the Highway Division's Region Office at 9002 SE McLoughlin Boulevard, Milwaukie; P. O. Box 02167, Portland 97202 (phone 653-3090).

Very truly yours,

Anthony Yturri, Chairman
Oregon Transportation Commission

AY:nb
Encls.

cc: Lee Johnson
Executive Assistant
to the Governor

bc: F. B. Klaboe

RECEIVED
DOT DIRECTOR
SEP 6 '79
REFER TO
FOR
Info Invest R/D D/R Sign Act File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
August 22, 1979

FILE:

Edward L Hardt

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: IMPROVEMENTS TO HIGHWAY 26
IN THE WELCHES AREA

TO: LARRY RULIEN
Executive Assistant

You asked us to prepare a response to a letter addressed to Anthony Yturri from the secretary of the Hoodland Chamber of Commerce regarding needed improvements on Highway 26 in the Welches area. Attached is such a draft response.

I think you may want to add a sentence or two regarding the status of improvements in the Wildwood-Zigzag area. I'm not sure what the funding picture is for that improvement, nor how the next Six Year Program is to be formulated, so I didn't discuss that in this response. Also, I'm assuming that the project to build the truck escape ramp at Map Corner is moving ahead. If that's not the case, then the discussion about that should be modified.

ELH/cr
Attachment
cc Harry Woodward w/attachment

RECEIVED
STATE HWY ENGR

AUG 23 '79

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

H I G H W A Y 2 6

M T H O O D H W Y

LOCATION M.P.	Length of Section ↓ LNG	YEAR	average Daily Traffic ↓ ADT	ACCIDENTS INT	ACCIDENTS NON	ACCIDENTS TOTal	CSLTY. Fatal	CSLTY. Injury	# of accidents / 1 million Vehicle miles RATE	PRIORITY REGN	PRIORITY STATE	TYPE OF ACCIDENTS
40.00	1.00	1974	5400	2	4	6		8	3.04			RE-- 3 SSM- 1 TRN- 1
		1975	5500	1	4	5		3	2.49			RE-- 2 SSM- 1 TRN- 1
Arrah Wanna Blvd is M.P. 40.65		1976	5600	1	6	7		7	3.41			RE-- 1 SSO- 1 TRN- 2
		1977	6000	1		1		4	.45			TRN- 1
		1978	6300		4	4		5	1.73			RE-- 1 TRN- 1 FO-- 2
		CUML	5760	5	18	23		27	2.18	195-1	-R	RE-- 7 SSM- 2 SSO- 1
41.00	1.00	1974	4720	1	4	5		4	2.90			RE-- 1 TRN- 2 FO-- 1
		1975	4820	1	9	10		8	5.68			RE-- 4 SSM- 1 SSO- 1
Welches Rd. is MP 41.20		1976	4920	1	2	3		3	1.66			RE-- 1 TRN- 1 FO-- 1
		1977	5280	2	4	6		9	3.11			RE-- 3 TRN- 2 NC-- 1
		1978	5556	1	3	4		3	1.97			RE-- 1 SSM- 1 TRN- 2
		CUML	5186	6	22	28		27	2.95	127-1	-R	RE--10 SSM- 2 SSO- 1 BCK- 1
42.00	1.00	1974	4551		1	1		2	.60			RE-- 1
		1975	4651	2	8	10		5	5.89			HO-- 1 RE-- 4 SSO- 1
Loco Pass Rd is M.P. 42.25		1976	4751	3	5	8		6	4.60			RE-- 2 SSO- 1 TRN- 4
		1977	5100	4	3	7		3	3.76			SSO- 2 TRN- 5
		1978	5374	2	4	6		3	3.05			PED- 1 ANG- 1 RE-- 1
		CUML	4885	11	21	32		19	3.58	86-1	-R	PED- 1 ANG- 1 HO-- 1 NC-- 1 FO-- 2
43.00	1.00	1974	4551		3	3	1	1	1.80			RE-- 1 FO-- 2
Zig Zag River is MP 43.81		1975	4651		1	1			.58			SSO- 1
		1976	4751		1	1		1	.57			FO-- 1
		1977	5100		4	4	1	4	2.14			HO-- 1 TRN- 1 NC-- 2
		1978	5371		3	3		1	1.53			PRK- 1 NC-- 1 FO-- 1
		CUML	4884		12	12	2	7	1.34	302-1	-R	HO-- 1 RE-- 1 SSO- 1 FO-- 4

TYPE OF COLLISION

INT.... Intersection
NON.... Non Intersection

FO......FIXED OBJECT
HO......HEAD ON
MIS.....MISCELLANEOUS
NC......NON-COLLISION
PED.....PEDESTRIAN
RE......REAR-END

SSO.....SIDESWIPE OVERTAKING
SSM.....SIDESWIPE MEETING
TRN.....TURNING
ANG.....ANGLE
BCK.....BACKING
PRK.....PARKING

HIGHWAY 26

MT HOOD HWY

# of accidents
1 million Vehicle miles

Length of Section

Average Daily Traffic

LOCATION M.P.	LNG	YEAR	ADT	ACCIDENTS INT	NON	TOTal	CSLTY. Fatal	Injury	RATE	PRIORITY REGN	STATE	TYPE OF ACCIDENTS
40.00	1.00	1974	5400	2	4	6		8	3.04			RE-- 3 SSM- 1 TRN- 1
		1975	5500	1	4	5		3	2.49			RE-- 2 SSM- 1 TRN- 1
Arrah Wanna Blvd		1976	5600	1	6	7		7	3.41			RE-- 1 SSO- 1 TRN- 2
is M.P. 40.65		1977	6000	1		1		4	.45			TRN- 1
		1978	6300		4	4		5	1.73			RE-- 1 TRN- 1 FO-- 2
		CUML	5760	5	18	23		27	2.18	195-1	-R	RE-- 7 SSM- 2 SSO- 1
41.00	1.00	1974	4720	1	4	5		4	2.90			RE-- 1 TRN- 2 FO-- 1
		1975	4820	1	9	10		8	5.68			RE-- 4 SSM- 1 SSO- 1
Welches Rd.		1976	4920	1	2	3		3	1.66			RE-- 1 TRN- 1 FO-- 1
is MP 41.20		1977	5280	2	4	6		9	3.11			RE-- 3 TRN- 2 NC-- 1
		1978	5556	1	3	4		3	1.97			RE-- 1 SSM- 1 TRN- 2
		CUML	5186	6	22	28		27	2.95	127-1	-R	RE--10 SSM- 2 SSO- 1
												BCK- 1
42.00	1.00	1974	4551		1	1		2	.60			RE-- 1
		1975	4651	2	8	10		5	5.89			HO-- 1 RE-- 4 SSO- 1
Lolo Pass Rd		1976	4751	3	5	8		6	4.60			RE-- 2 SSO- 1 TRN- 4
is M.P. 42.25		1977	5100	4	3	7		3	3.76			SSO- 2 TRN- 5
		1978	5374	2	4	6		3	3.05			PED- 1 ANG- 1 RE-- 1
		CUML	4885	11	21	32		19	3.58	86-1	-R	PED- 1 ANG- 1 HO-- 1
												NC-- 1 FO-- 2
43.00	1.00	1974	4551		3	3	1	1	1.80			RE-- 1 FO-- 2
		1975	4651		1	1			.58			SSO- 1
Zig Zag River		1976	4751		1	1		1	.57			FO-- 1
is MP 43.81		1977	5100		4	4	1	4	2.14			HO-- 1 TRN- 1 NC-- 2
		1978	5371		3	3		1	1.53			PRK- 1 NC-- 1 FO-- 1
		CUML	4884		12	12	2	7	1.34	302-1	-R	HO-- 1 RE-- 1 SSO- 1
												FO-- 4

TYPE OF COLLISION

INT.... Intersection
NON.... Non Intersection

FO......FIXED OBJECT
HO......HEAD ON
MIS.....MISCELLANEOUS
NC......NON-COLLISION
PED.....PEDESTRIAN
RE......REAR-END

SSO.....SIDESWIPE OVERTAKING
SSM.....SIDESWIPE MEETING
TRN.....TURNING
ANG.....ANGLE
BCK.....BACKING
PRK.....PARKING

REG.

H I G H W A Y 2 6

M T H O O D H W Y

# of accidents
1 million Vehicle miles

Length of Section

average Daily Traffic

LOCATION M.P.	LNG	YEAR	ADT	ACCIDENTS INT	ACCIDENTS NON	ACCIDENTS TOTal	CSLTY. Fatal	CSLTY. Injury	RATE	PRIORITY REGN	PRIORITY STATE	TYPE OF ACCIDENTS
40.00	1.00	1974	5400	2	4	6		8	3.04			RE-- 3 SSM- 1 TRN- 1 NC-- 1
		1975	5500	1	4	5		3	2.49			RE-- 2 SSM- 1 TRN- 1 NC-- 1
Arrah Wanna Blvd		1976	5600	1	6	7		7	3.41			RE-- 1 SSO- 1 TRN- 2 NC-- 2 FO-- 1
is M.P. 40.65		1977	6000	1		1		4	.45			TRN- 1
		1978	6300		4	4		5	1.73			RE-- 1 TRN- 1 FO-- 2
		CUML	5760	5	18	23		27	2.18	195-1	-R	RE-- 7 SSM- 2 SSO- 1 TRN- 6 NC-- 4 FO--
41.00	1.00	1974	4720	1	4	5		4	2.90			RE-- 1 TRN- 2 FO-- 1 BCK- 1
		1975	4820	1	9	10		8	5.68			RE-- 4 SSM- 1 SSO- 1 TRN- 4
Welches Rd.		1976	4920	1	2	3		3	1.66			RE-- 1 TRN- 1 FO-- 1
is MP 41.20		1977	5280	2	4	6		9	3.11			RE-- 3 TRN- 2 NC-- 1
		1978	5556	1	3	4		3	1.97			RE-- 1 SSM- 1 TRN- 2
		CUML	5186	6	22	28		27	2.95	127-1	-R	RE--10 SSM- 2 SSO- 1 TRN-11 NC-- 1 FO-- BCK- 1
42.00	1.00	1974	4551		1	1		2	.60			RE-- 1
		1975	4651	2	8	10		5	5.89			HO-- 1 RE-- 4 SSO- 1 TRN- 2 FO-- 2
Lolo Pass Rd		1976	4751	3	5	8		6	4.60			RE-- 2 SSO- 1 TRN- 4 NC-- 1
is M.P. 42.25		1977	5100	4	3	7		3	3.76			SSO- 2 TRN- 5
		1978	5374	2	4	6		3	3.05			PED- 1 ANG- 1 RE-- 1 SSO- 1 TRN- 2
		CUML	4885	11	21	32		19	3.58	86-1	-R	PED- 1 ANG- 1 HO-- 1 RE-- 8 SSO- 5 TRN-1 NC-- 1 FO-- 2
43.00	1.00	1974	4551		3	3	1	1	1.80			RE-- 1 FO-- 2
		1975	4651		1	1			.58			SSO- 1
Zig Zag River		1976	4751		1	1		1	.57			FO-- 1
is MP 43.81		1977	5100		4	4	1	4	2.14			HO-- 1 TRN- 1 NC-- 2
		1978	5371		3	3		1	1.53			PRK- 1 NC-- 1 FO-- 1
		CUML	4884		12	12	2	7	1.34	302-1	-R	HO-- 1 RE-- 1 SSO- 1 TRN- 1 PRK- 1 NC-- FO-- 4

TYPE OF COLLISION

INT.... Intersection
NON.... Non Intersection

SSO......SIDESWIPE OVERTAKING
SSM......SIDESWIPE MEETING
TRN......TURNING
ANG......ANGLE
BCK......BACKING
PRK......PARKING

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                                   H I G H W A Y   2 6

                                    M T   H O O D   H W Y

                                           ACCIDENTS     CSLTY             PRIORITY
          LOCATION                                                                         
    PFX     M.P.    LNG   YEAR      ADT   INT NON TOT    F   I    RATE   REGN STATE     TYPE OF ACCIDENTS

            44.00   .78   1974     3987         3   3              2.64                 SSO- 3
                          1975     4097     1   7   8        3     6.85                 RE-- 1 TRN- 4 PRK- 1 FO
      Henry Creek Ave     1976     4266         6   6       11     4.92                 HO-- 1 RE-- 3 TRN- 1 FO
      is mP 44.36         1977     4598         4   4        1     3.05                 RE-- 1 SSO- 1 NC-- 2
                          1978     4851     1   4   5        1     3.62                 SSO- 3 TRN- 1 FO-- 1
                          CUML     4566     2  24  26       16     4.00   74-1 489-R    HO-- 1 RE-- 5 SSO- 7 TR
                                                                                        FO-- 4

            45.00  1.00   1974     3500         4   4        1     3.13                 SSO- 1 FO-- 1 MIS- 2
                          1975     3621         4   4        4      .75                 HO-- 2 RE-- 1 FO-- 1
      Tollgate Forrst Camp 1976    3851         2   2                                   HO-- 1 PRK- 1
      is mP 45.08         1977     4170         5   5    1   7     2.62                 HO-- 1 FO-- 4
                          1978     4400         1   1        2      .62                 FO-- 1
**** COMPUTED ON  10 ACCIDENTS CUML 3908       16  16    1  14     1.40  295-1   -R     HO-- 4 RE-- 1 SSO- 1 P

            46.00  1.00   1974     3500     1   3   4        2     3.13                 HO-- 1 TRN- 2 FO-- 1
                          1975     3620     1   4   5        3     3.78                 HO-- 1 RE-- 2 TRN- 1 F
                          1976     3851         2   2        2     1.41                 RE-- 1 FO-- 1
      Zig Zag River       1977     4171         5   5        6     3.28                 RE-- 1 TRN- 1 FO-- 3
      is mP 46.02         1978     4400         1   1        2      .62                 FO-- 1
                          CUML     3908     2  15  17       15     2.38  176-1   -R     HO-- 2 RE-- 4 TRN- 4 F

            47.00  1.00   1974     3500     1       1        1      .78                 TRN- 1
                          1975     3620         5   5        7     3.78                 HO-- 2 SSM- 1 FO-- 2
                          1976     3851         6   6        9     4.25                 HO-- 1 NC-- 1 FO-- 4
      Bruin Run Rd.       1977     4171         2   2              1.31                 HO-- 1 RE-- 1
      is mP 47.15         1978     4400         4   4    2   3     2.49                 HO-- 2 NC-- 1 FO-- 1
                          CUML     3908     1  17  18    2  20     2.52  162-1   -R     HO-- 6 RE-- 1 SSM- 1

            48.00  1.00   1974     3500         4   4        2     3.13                 HO-- 1 RE-- 1 SSO- 1
                          1975     3621         7   7        5     5.29                 HO-- 1 RE-- 1 SSO- 1
      Beg. SMV Lane E.Bnd. 1976    3850     1   3   4        1     2.83                 HO-- 1 RE-- 1 TRN- 1
      is mP 48.58         1977     4171         1   1               .65                 HO-- 1
                          1978     4400         1   1               .62                 FO-- 1
                          CUML     3908     1  16  17        8     2.38  177-1   -R     HO-- 4 RE-- 3 SSO- 2
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HIGHWAY 26

MT HOOD HWY

CATION M.P.	LNG	YEAR	ADT	ACCIDENTS INT	NON	TOT	CSLTY F	I	RATE	PRIORITY REGN	STATE	TYPE OF ACCIDENTS
4.00	.78	1974	3987		3	3			2.64			SSO- 3
		1975	4097	1	7	8		3	6.85			RE-- 1 TRN- 4 PRK- 1 FO-- 2
y Creek Ave		1976	4266		6	6		11	4.92			HO-- 1 RE-- 3 TRN- 1 FO-- 1
mP 44.36		1977	4598		4	4		1	3.05			RE-- 1 SSO- 1 NC-- 2
		1978	4851	1	4	5		1	3.62			SSO- 3 TRN- 1 FO-- 1
		CUML	4566	2	24	26		16	4.00	74-1	489-R	HO-- 1 RE-- 5 SSO- 7 TRN- 6 PRK- 1 NC-- 2 FO-- 4
5.00	1.00	1974	3500		4	4		1	3.13			SSO- 1 FO-- 1 MIS- 2
		1975	3621		4	4		4	.75			HO-- 2 RE-- 1 FO-- 1
lgate Forrst Camp		1976	3851		2	2						HO-- 1 PRK- 1
mP 45.08		1977	4170		5	5	1	7	2.62			HO-- 1 FO-- 4
		1978	4400		1	1		2	.62			FO-- 1
ACCIDENTS		CUML	3908		16	16	1	14	1.40	295-1	-R	HO-- 4 RE-- 1 SSO- 1 PRK- 1 FO-- 7 MIS- 2
6.00	1.00	1974	3500	1	3	4		2	3.13			HO-- 1 TRN- 2 FO-- 1
		1975	3620	1	4	5		3	3.78			HO-- 1 RE-- 2 TRN- 1 FO-- 1
ig Zag River		1976	3851		2	2		2	1.41			RE-- 1 FO-- 1
		1977	4171		5	5		6	3.28			RE-- 1 TRN- 1 FO-- 3
MP 46.02		1978	4400		1	1		2	.62			FO-- 1
		CUML	3908	2	15	17		15	2.38	176-1	-R	HO-- 2 RE-- 4 TRN- 4 FO-- 7
47.00	1.00	1974	3500	1		1		1	.78			TRN- 1
		1975	3620		5	5		7	3.78			HO-- 2 SSM- 1 FO-- 2
		1976	3851		6	6		9	4.25			HO-- 1 NC-- 1 FO-- 4
Bruin Run Rd.		1977	4171		2	2			1.31			HO-- 1 RE-- 1
s MP 47.15		1978	4400		4	4	2	3	2.49			HO-- 2 NC-- 1 FO-- 1
		CUML	3908	1	17	18	2	20	2.52	162-1	-R	HO-- 6 RE-- 1 SSM- 1 TRN- 1 NC-- 2 FO-- 7
48.00	1.00	1974	3500		4	4		2	3.13			HO-- 1 RE-- 1 SSO- 1 FO-- 1
		1975	3621		7	7		5	5.29			HO-- 1 RE-- 1 SSO- 1 FO-- 4
. SMV Lane E.Bnd.		1976	3850	1	3	4		1	2.83			HO-- 1 RE-- 1 TRN- 1 FO-- 1
mP 48.58		1977	4171		1	1			.65			HO-- 1
		1978	4400		1	1			.62			FO-- 1
		CUML	3908	1	16	17		8	2.38	177-1	-R	HO-- 4 RE-- 3 SSO- 2 TRN- 1 FO-- 7

HIGHWAY 26

MT HOOD HWY

LOCATION					ACCIDENTS			CSLTY			PRIORITY		
PFX	M.P.	LNG	YEAR	ADT	INT	NON	TOT	F	I	RATE	REGN	STATE	TYPE OF ACCIDENTS
	49.00	1.00	1974	3500		5	5	1	3	3.91			SSM- 1 PRK- 1 FO-- 3 RE-- 1 NC-- 1 FO-- 3 ANG- 1 HO-- 1 RE-- 1 NC-- HO-- 1 RE-- 1 TRN- 1 NC-- HO-- 2 SSM- 1 NC-- 1 FO-- ANG- 1 HO-- 4 RE-- 3 SSM- NC-- 4 FO--12
			1975	3620		5	5	2	6	3.78			
			1976	3850		6	6	1	6	4.25			
			1977	4170		6	6	1	3	3.94			
			1978	4400		6	6	1	14	3.73			
			CUML	3908		28	28	6	32	3.92	75-1	-R	
	50.00	1.00	1974	3500		1	1			.78			FO-- 1 ANG- 1 HO-- 1 RE-- 1 HO-- 1 TRN- 1 FO-- 3 HO-- 1 SSM- 1 SSO- 1 FO-- ANG- 1 HO-- 3 RE-- 1 SSM- FO-- 5
			1975	3620		1	1		1	.75			
			1976	3850		2	2		4	1.41			
			1977	4170		5	5		4	3.28			
			1978	4400		4	4		4	2.49			
			CUML	3908		13	13		13	1.82	239-1	-R	
	51.00	1.00	1974	3500		3	3		1	2.34			RE-- 1 SSM- 1 FO-- 1 ANG- 1 HO-- 2 RE-- 4 SSM-
			1975	3621		13	13		12	9.83			
			1976	3852		12	12		9	8.51			ANG- 1 RE-- 1 SSM- 2 SSO-
	Mirror LakeTrail is mP 51.73		1977	4173		6	6		6	3.93			HO-- 1 RE-- 1 SSO- 2 TRN- RE-- 1 SSM- 1 NC-- 1 FO-- ANG- 2 HO-- 3 RE-- 8 SSM- NC-- 3 FO--10
			1978	4400		4	4		2	2.49			
			CUML	3909		38	38		30	5.32	43-1	265-R	
	52.00	1.00	1974	3425	1	3	4		2	3.19			ANG- 1 HO-- 1 SSO- 1 FO-- RE-- 2 ANG- 1 RE-- 2 TRN- 2 FO-- HO-- 1 RE-- 1 TRN- 2 NC-- TRN- 2 ANG- 2 HO-- 2 RE-- 5 SSO FO-- 2
			1975	3542	2		2			1.54			
	E. Rd to Ski Bowl is mP 52.50		1976	3828	4	2	6			4.28			
			1977	4160	1	4	5		1	3.29			
			1978	4393	2		2			1.24			
			CUML	3898	10	9	19		3	2.67	149-1	-R	
	53.00	1.00	1974	3000		2	2		7	1.82			RE-- 1 TRN- 1 HO-- 2 RE-- 2 SSO- 1 FO- NC-- 2 TRN- 1 SSM- 2 HO-- 2 RE-- 3 SSM- 2 SSO FO-- 2
			1975	3100		7	7		4	6.18			
	Collins Lake is m.P. 53.24		1976	3700		2	2		5	1.47			
			1977	4100		1	1		1	.66			
			1978	4350		2	2		4	1.25			
			CUML	3650		14	14		21	2.10	205-1	-R	

HIGHWAY 26

MT HOOD HWY

ON	LNG	YEAR	ADT	ACCIDENTS INT	NON	TOT	CSLTY F	I	RATE	PRIORITY REGN	STATE	TYPE OF ACCIDENTS
	1.00	1974	3500		5	5	1	3	3.91			SSM- 1 PRK- 1 FO-- 3
		1975	3620		5	5	2	6	3.78			RE-- 1 NC-- 1 FO-- 3
		1976	3850		6	6	1	6	4.25			ANG- 1 HO-- 1 RE-- 1 NC-- 1 FO-- 2
		1977	4170		6	6	1	3	3.94			HO-- 1 RE-- 1 TRN- 1 NC-- 1 FO-- 2
		1978	4400		6	6	1	14	3.73			HO-- 2 SSM- 1 NC-- 1 FO-- 2
		CUML	3908		28	28	6	32	3.92	75-1	-R	ANG- 1 HO-- 4 RE-- 3 SSM- 2 TRN- 1 PRK- 1 NC-- 4 FO--12
0	1.00	1974	3500		1	1			.78			FO-- 1
		1975	3620		1	1		1	.75			ANG- 1
		1976	3850		2	2		4	1.41			HO-- 1 RE-- 1
		1977	4170		5	5		4	3.28			HO-- 1 TRN- 1 FO-- 3
		1978	4400		4	4		4	2.49			HO-- 1 SSM- 1 SSO- 1 FO-- 1
		CUML	3908		13	13		13	1.82	239-1	-R	ANG- 1 HO-- 3 RE-- 1 SSM- 1 SSO- 1 TRN- 1 FO-- 5
0	1.00	1974	3500		3	3		1	2.34			RE-- 1 SSM- 1 FO-- 1
		1975	3621		13	13		12	9.83			ANG- 1 HO-- 2 RE-- 4 SSM- 3 SSO- 1 FO-- 2
		1976	3852		12	12		9	8.51			ANG- 1 RE-- 1 SSM- 2 SSO- 1 NC-- 1 FO-- 6
or Lake Trail P 51.73		1977	4173		6	6		6	3.93			HO-- 1 RE-- 1 SSO- 2 TRN- 1 NC-- 1
		1978	4400		4	4		2	2.49			RE-- 1 SSM- 1 NC-- 1 FO-- 1
		CUML	3909		38	38		30	5.32	43-1	265-R	ANG- 2 HO-- 3 RE-- 8 SSM- 7 SSO- 4 TRN- 1 NC-- 3 FO--10
00	1.00	1974	3425	1	3	4		2	3.19			ANG- 1 HO-- 1 SSO- 1 FO-- 1
		1975	3542	2		2			1.54			RE-- 2
Ski Bowl		1976	3828	4	2	6			4.28			ANG- 1 RE-- 2 TRN- 2 FO-- 1
52.50		1977	4160	1	4	5		1	3.29			HO-- 1 RE-- 1 TRN- 2 NC-- 1
		1978	4393	2		2			1.24			TRN- 2
		CUML	3898	10	9	19		3	2.67	149-1	-R	ANG- 2 HO-- 2 RE-- 5 SSO- 1 TRN- 6 NC-- 1 FO-- 2
.00	1.00	1974	3000		2	2		7	1.82			RE-- 1 TRN- 1
		1975	3100		7	7		4	6.18			HO-- 2 RE-- 2 SSO- 1 FO-- 2
llins Lake		1976	3700		2	2		5	1.47			NC-- 2
P 53.24		1977	4100		1	1		1	.66			TRN- 1
		1978	4350		2	2		4	1.25			SSM- 2
		CUML	3650		14	14		21	2.10	205-1	-R	HO-- 2 RE-- 3 SSM- 2 SSO- 1 TRN- 2 NC-- 2 FO-- 2

HOODLAND CHAMBER of COMMERCE
P.O. Box 158 WELCHES, OREGON 97067

August 15, 1979

Mr. Anthony Yturri, Chairman
Transportation Commission
Transportation Building
Salem, Oregon 97310

Dear Mr. Yturri:

At our last Chamber Forum and several preceding Executive Board meetings, the extremely hazardous condition of Highway 26 from Brightwood to Government Camp has been the subject of a major portion of discussion. Grave concern was expressed regarding the increased number of accidents, particularly fatal accidents, on this section of the highway. It is difficult to understand why the most dangerous part of the Mt. Hood Highway has received the least attention and improvement, especially since all or nearly all of the land necessary for its widening has already been purchased.

The Hoodland Chamber of Commerce, at its Executive Board meeting held earlier this month, specifically recommends and requests that:

1. Caution signals and turn-off lanes be installed at the intersection of Highway 26 and Welches Road; also at Salmon River Road.

2. Additional signs, warning motorists and particularly truck drivers, of dangerous curves and intersections, be installed along Highway 26. Signs limiting speeds on downhill sections, curves, and congested areas are urgently needed.

3. Our office be provided with traffic counts taken at a strategic point or points between Brightwood and Government Camp; also that we receive statistics of accidents and fatalities between the same two points.

4. Widening of Highway 26 and the reducing of hazards at dangerous curves be given a high priority improvement status for the near future.

The U.S. Forest Service considers the Mt. Hood Corridor the most highly visited tourist area in Oregon, attracting over 2 million people annually. And because of its proximity to the most populous region in the state, it seems reasonable to expect that the only route between the two areas should be made as safe as possible. We solicit your help in accomplishing this. Please let us hear from you.

Sincerely,

Gus Turner

Gus Turner
Executive Secretary

RECEIVED
DOT DIRECTOR
AUG 16 '79
REFER TO
FOR

1981 Green Springs Hwy. @ 9271
Walker Ave. (Ashland) Sec.
(Traffic signal install.)

CdA 7413 12/16/80

9271 5-11-82 file L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. L. Coats No. 9314	Bend W.C.L.-Forest Boundary Deschutes County	April 9, 1982
Slayden & Holm, Inc. No. 9254	Gales Cr. (Parson Rd.) Br. Washington County	April 12, 1982
Gervais Const., Inc. No. 9247	Bear Cr. Overflow Bridge Coos County	April 14, 1982
Stach Const. Co. No. 9186	Yaquina River Bridges (M.P. 2.40 & 4.93) Lincoln County	April 27, 1982
Babler Bros., Inc. No. 9225	Hackett Dr.-Crescent Klamath County	April 29, 1982
Steeck Electric Co. No. 9271	Green Springs Hwy. @ Walker Ave. (Ashland) Jackson County	April 29, 1982
Douglas S. Coats, Inc. No. 9263	Oak St.-Ann St. (Ashland) Jackson County	May 3, 1982

May 11, 1982 C. T. Keasey by

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9271

L.

April 30, 1982

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9271

Gentlemen or Ladies:

Contract No. 9271 awarded to Steeck Electric Company for traffic signal installation on the Green Springs Highway at Walker Avenue in Ashland, Jackson County, was completed on March 2, 1982, and accepted by the State Highway Division on April 29, 1982.

Final payment in the amount of $1,000 will be released to the contractor after May 5, 1982. The total contract amount is $46,964.78, including $172.03 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Steeck Electric Company
P. O. Box 789
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
Alfred Shirley

9271

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: April 29, 1982

FROM: O. B. Jackmond For C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of April 29, 1982.

Contract 9271 On Site Work Substantially Completed December 7, 1981
All Work Completed March 2, 1982
Project Green Springs Hwy. @ Walker Ave. (Ashland)
Highway Green Springs
County Jackson
Type of Work Traffic Signal Installation
Contractor Steeck Electric Co.

RDC:mk

cc: R. D. Church

NOTED
R GORMSEN

Contains Recycled Materials

9271

L

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

March 23, 1982

CON 5 #9271

NOTED
H.S. COULTER

Steeck Electric Co.
P.O. Box 789
Medford, OR 97501

RE: Time Extension Request
Greensprings Hwy. @ Walker Ave.
Contract No. 9271

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. Late delivery of materials is not a valid reason for additional contract time and your request must be denied.

Should you wish to submit additional data or discuss this matter further, please contact Project Manager, William Maude.

Sincerely,

T Keasey
C. T. Keasey, P.E., P.L.S.
Construction Engineer

CTK:cb

cc. H. S. Coulter (att. 1 ltr.)✓
Alfred Shirley "
Wm. Maude "

Form 734-3123

1859

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engr.

DATE: March 19, 1982

FROM: for JAMES J. GIX
Region Construction Engineer

SUBJECT: Request for Time Extension
Contract No. 9271
Jackson County

RECEIVED
MAR 22 1982
CONSTRUCTION BRANCH
FCE
GCE
SCS
EEO
LE
TC
FE
CP

Herewith 3 copies of Contractor's Request for Increase in Number of Workdays on subject contract. I agree with the Project Manager's recommendation that the request be denied as a shortage of components to 3M is not justification of a time extension.

jjg/cw
Encl.

cc Wm. Maude

3-23-82

CTK —

I concur with Region that this request be denied.

Contains Recycled Materials
81-125-1387

9271

L.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Green Springs Hwy@Walker (Ashland)	WEEK ENDING: February 27,1982
		SECTION PREFIX: 15-1169
	HIGHWAY: Green Springs	COUNTY: Jackson
NAME OF JOB: Green Springs Hwy@Walker Ave	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Steeck Electric Company	CONTRACT NUMBER: 9271	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 20,1981	DATE WORK STARTED: July 6,1981	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 200	CALENDAR DAYS USED: 216
PROJECT AUTHORIZATION: $ 55,884.02	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 108
EXCLUSIVE OF ENGINEERING: $ 51,003.32	ENGINEERING AUTHORIZATION: $ 4,880.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 48,584.24	ENGINEERING COST TO DATE: $ 4,535.06	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN UNDERRUN: -5 %	PERCENT OF AUTHORIZATION: 90 %	DATE PROJECT WAS COMPLETED: December 9,1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

ASHE K
CAE
FCE
QCE
SCS
EEO

RECEIVED
MAR 1 1982
CONSTRUCTION
BRANCH

OM
CA
LE
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed on December 9,1981. This office is still waiting on extra work order forms from the contractor.

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9271

2.

March 27, 1981

ACC

Mr. Al Alsing
Director of Public Works
City of Ashland
City Hall
Ashland, Oregon 97520

Dear Mr. Alsing:

On March 26, 1981 we received a satisfactory bid from Steeck Electric Co., P.O. Box 789, 1046 Court Street, Medford, Oregon 97501, Phone 779-2772, for the Green Springs Highway at Walker Avenue traffic signal installation.

As described in Agreement No. 7413, the financial sharing of the project costs is:

Contractor's Bid		$46,432.00
Anticipated Additional Items:		
Permanent Signing	$ 350.00	
Permanent Pavement Striping	500.00	
State Furnished Signal Program	350.00	
Signal Controller Testing (Engineering)	1,175.00	$ 2,375.00
SUBTOTAL		$48,807.00
4 1/2% Contingencies		2,196.32
10% Engineering		4,880.70
ESTIMATED TOTAL COST		$55,884.02
Less 50% State Share		27,942.01
CITY SHARE		$27,942.01

We will award the contract when we receive your advance deposit of $27,940.00, which should arrive not later than April 17, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

Rec'd check
4-20-81
$27940 KEH

KEH:pf
Attachment

bcc w/AD # 881: Jack Ayres, Region 3 Federal Aid Engineer
Vern Skoog - Please return completed AD # 881 when advance deposit is received.

4271

Section Green Springs Hwy [illegible] Walker Ave. (Ashland) Progr[illegible]ng Estimate $ 76,000

Highway Green Springs Project Length –

County Jackson 2-23-81 Completion Time 200 CD

Kind of Work Traffic Signal Installation Est. Comp. Date

Prefix 15-1480 Letting Date 4-30-81 Project No. STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 63,871.00

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	350	
Permanent Pavement Striping	500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished Signal Program	350	$ 2,375.00
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	1,175	
"OPTICOM" Testing (Engineering)		
Bikeway Signs		

Adjust Utilities:

Subtotal	$	66,246.00
Contingencies (4-1/2%)		2,981.07
Engineering (8, 9, 10%)		6,624.60
Subtotal	$	
Credit for		
Estimated Net Authorization, Construction	$	75,851.67

APPROVED

CC Jack Ayres
2-23-81
KEH

Road Design Engineer

REGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 2-23-81

ction Green Springs Hwy. at Walker Ave. (Ashland)
County Jackson
Kind Of Work Traffic Signal Installation
Length —
Name Butler - 86291

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	$1,239^{00}$
2	Temporary Signs		Sq. Ft.	180	6^{00}	$1,080^{00}$
3	Flagmen		Hour	30	23^{50}	705^{00}
4	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	$60,847^{00}$
	Total					$63,871^{00}$

Soroptimist
International
of Ashland, Oregon

P.O. Box 544
Ashland, Oregon
97520

L

NOTED
H. S. COULTER

February 13, 1981

Alfred Shirley, Jr.
Department of Transportation
Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: File No. TRA-7-6

Dear Mr. Shirley:

The undersigned, members of Soroptimist International of Ashland, hereby express our support for the installation of traffic control signals at the intersection of Highway 66 (Greensprings Highway) and Walker Avenue in Ashland.

We feel that this five lane highway with no traffic control is an extremely hazardous situation since it is the major crossing point for students from Walker Elementary School and Ashland Junior High School. We would urge the State Highway Department to proceed immediately with the installation of signal lights as requested by the Ashland School District and the City of Ashland.

Sincerely yours,
Betty Lou Dunlop
Betty Lou Dunlop
President

cc: H. S. Coulter
State Highway Engineer
Salem, Oregon

Wes Smith, Principal
Ashland Junior High School

Gordon Medaris, Mayor
City of Ashland

FEB 17 '81

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Grace Shepherd
Margaret Ramsay
Verona Wold
Leona Putman
Beverly E. Meade
Mary Lee Christensen
Judi Sause
Rosemary Pfeifer
Doris L. Thompson
Edna Asher
Helen D. Suiter
Marie E. Franklin
Jean E. Bernard
Marie E. Cloutier
Elizabeth Westerberg
Doris E. Griffiths
Marie Ireland
Janet H. Strowbridge
Judith A. Nipek
Kit Gosha
[illegible]
Jean Lunt
Trudy Williams
Vivian [illegible]

Lois Myers
Darlene Templeton
Edna Hartwell
Marge McDowell
Cheryl Foote
Gertrude Easterling
Joan Taylor
Anna Mae Smith
Mary J Christlieb
Cathy Pedersen
Jeanne Conlogue
Beverly Cresap
Marie Prescott
Gloria Sharpe
Jan Patterson
Linda Butler
Sandra James
Donella Gibson
Anna Klinghammer
Hattie Litweiller
Estelle Richards
Mildred Klum
Adelaide Cleary
Alma Miller
Virginia King

927

GENERAL FILES

L.

Dnt 5-2
Jackson

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

January 9, 1981

In Reply Refer to
File No.: LOC 17

Mr. Allen A. Alsing
Director of Public Works
City of Ashland
City Hall
Ashland, OR 97520

Dear Mr. Alsing:

This will acknowledge your letter of January 2, 1981, concerning the City of Ashland's request for a mast arm type pole design rather than the proposed span wire type design for the traffic signal installation at the intersection of Walker Avenue and Green Springs Highway.

As you are already aware, the plans and specifications have already been completed for the span wire design and the project has been advertised for contract letting on January 29, 1981. This letter is to inform you that the project will be pulled from the contract schedule and redesigned in compliance with your request.

Please allow approximately three months for the redesign of the project and preparation and reprinting of plans and specifications. The state does not have the mast arm type poles in stock, only strain poles for span wire, therefore there is no advantage now for the state to supply the poles. This means the contract will have to be a minimum of 200 calendar days rather than the earlier agreed 90 day contract to enable the fabrication and shipment of mast arm poles. This often takes up to six months. Therefore, a completion date for the signal cannot be anticipated before December 1981.

As you have agreed, the additional cost for the mast arm design est. $6,000.00 (may be higher) will be equally shared between the City and State.

Cordially,

ORIGINAL SIGNED BY J. J. GIX

JAMES J. GIX
Regional Construction Engineer

RECEIVED
STATE HWY ENGR
JAN 13 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

R

jjg/kdo/cp

cc: Scott Coulter
L.E. George
G. Thornton
Wm. Maude
Wes Smith, Principal, Walker Junior High School
Gordon Medaris - Councilman

Form 734-3122

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

City of Ashland
ASHLAND, OREGON
97520

CITY HALL
503-482-3211

January 2, 1981

Mr. Jim Gix
Regional Construction Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Jim:

This letter is a follow up of our phone conversation of December 31, 1980 concerning the preliminary plan for traffic signal installation at Walker Ave. and the Greensprings Highway.

We would like to request that the design be of the pole and mast type rather than the pole and cable variety as shown in the proposal. We are aware that this would entail extra cost and delay in time, and are willing to accept this.

Secondly, we would like to point out that the City has already installed underground conduit, as shown on the enclosed sketch, for use in the installation. We would like to request that the final plans and specifications note this so that the contractor will not receive any funds for this work.

Your consideration will be greatly appreciated.

Very truly yours,

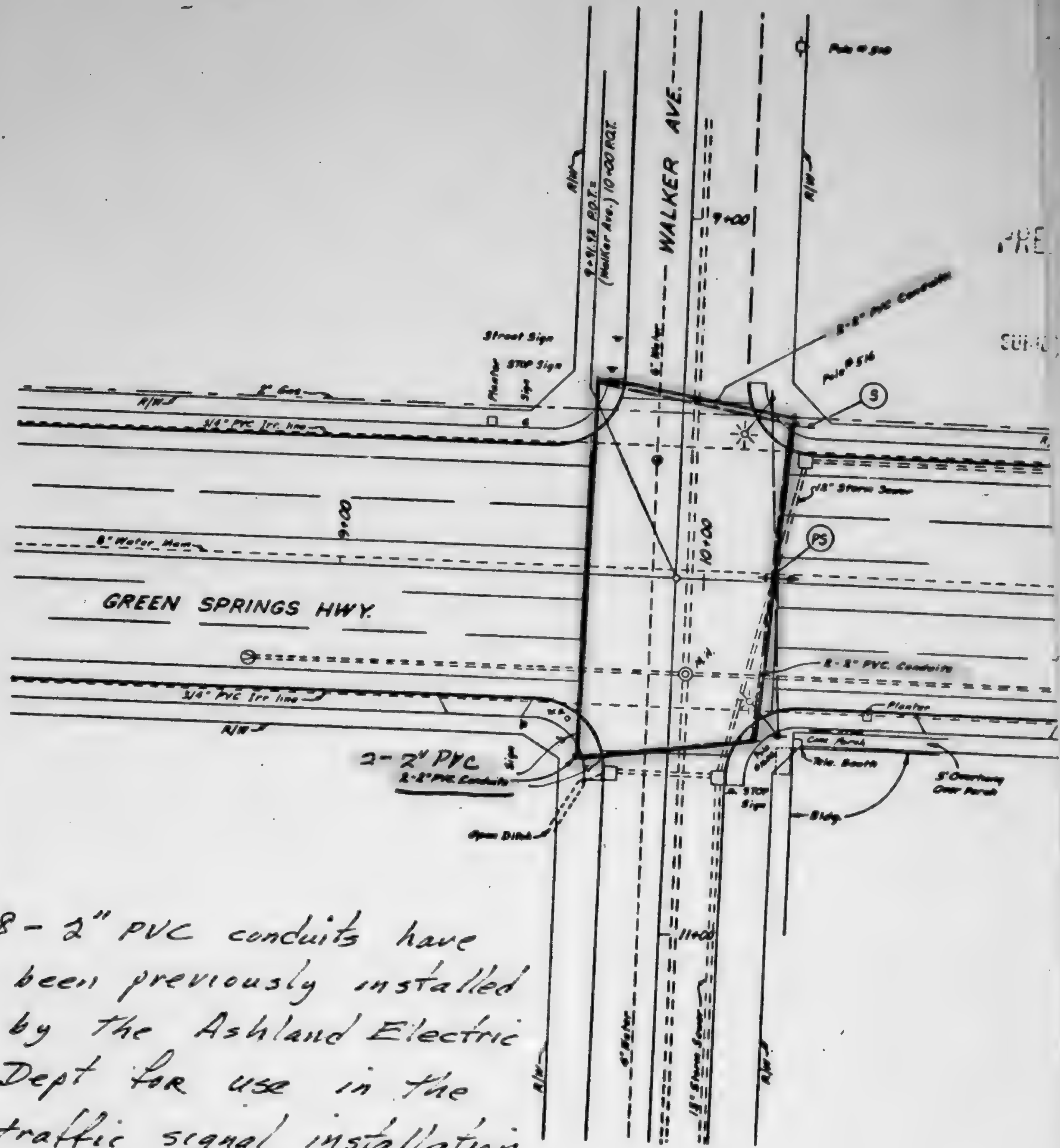
Allen A. Alsing, P.E.
Director of Public Works

AAA:dp
Enc

ROSEBURG REGION
RECEIVED
JAN 5 1981

[✓ RE]	RME	[✓ [illegible]]	ROE	[✓ TE]
RUE	DES	RSR	RPR	RLE
GEO.	FAE	RBI	AA	

1-8-81
CC: L.E. George
Sent CP


Pole # 510
R/W
WALKER AVE.
9+00
9+91.98 P.O.T. = (Walker Ave.) 10+00 P.O.T.
R/W
Street Sign
STOP Sign
Planter
Sign
6" Water
2-2" PVC Conduits
Pole # 516
S
8" Gas
R/W
3/4" PVC Irr. line
12" Storm Sewer
9+00
PS
8" Water Main
10+00
GREEN SPRINGS HWY.
2-2" PVC Conduits
3/4" PVC Irr. line
R/W
Planter
2-2" PVC
2-2" PVC Conduits
Conc. Porch
Tele. Booth
5' Overhang Over Porch
STOP Sign
Bldg.
Open Ditch
11+00
6" Water
18" Storm Sewer
R/W
R/W

8 - 2" PVC conduits have been previously installed by the Ashland Electric Dept for use in the traffic signal installation

9271

L.

Int 5-2
Jackson

1-6-81

Scott

Two items

1. Diagrammatic sign for Govt Camp has been ordered from sign shop but not yet received by D.E.'s sign crew. Will be put up as soon as it is shipped

TRA 7-5-10
Mt Hood

2. City of Ashland will not approve our signal design at ORE 66 and Walker Ave. In order to make a fast installation we had span wire and a state furnished controller. City is insisting on a mast arm installation which will cost $6000 + more and delay the project for a year - We dont know the school districts reaction yet. Will keep you advised.

Reid Genso

9271

Section Green Springs Hwy. at Wagner Ave (Ashland) Programming Estimate $
Highway Green Springs Project Length
County Jackson 12-17-80 Completion Time 90 CD
Kind of Work Traffic Signal Installation Est. Comp. Date
Prefix 15-1480 Letting Date 1-29-81 Project No. STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 30,138.00

Anticipated Additional Items:

Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	550
Permanent Pavement Striping	500
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished Controller and Poles	17,800
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing (Engineering)	1,175
Bikeway Signs	
Furnish Mailbox Posts	
Adjust Utilities:	
Controller Program (S.F.)	350

$ 20,375.00

Subtotal $ 54,513.00

Contingencies (4-1/2%) 2,453.09

Engineering ([illegible] 10%) 5,451.30

Subtotal $

Credit for . . . .

Estimated Net Authorization, Construction $62,417.39

APPROVED

Road Design Engineer

Rev. 5/79

GON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 12-17-80

Section Green Springs Hwy at Walker Ave. (Ashland)

County Jackson

Kind Of Work Traffic Signal Installation

Length —

Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	1,239.00
2	Temporary Signs		Sq. Ft.	180	6.00	1,080.00
3	Flagmen		Hour	30	23.50	705.00
4	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	31,114.00
	Total					34,138.00

FORM 734-1736 (1-79)

9271

L.

Cross Referenced To:
Int 5-2
Jackson

December 16, 1980

City of Ashland
City Hall
Ashland, OR 97520

AGR 4

Attention: Nan E. Franklin
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7413

Gentlemen:

Attached for your records is a fully executed copy of an agreement to install traffic control signal equipment on the Green Springs Highway at Walker Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

Att.

bc Don Harwell (agree. att.)

9271

21

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

12-7-80

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Walker Ave. @ Green Springs Hwy. (Ashland) Sec.

HIGHWAY NAME: Green Springs Highway

HIGHWAY NUMBER: 21

REGION: 3

ADMINISTRATIVE DISTRICT: 8

COUNTY: Jackson

CITY: Ashland

LENGTH: 0.0

MILEPOST NUMBER: 0.18 TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☒ OTHER 50% each City and State Const.

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Installation of 5-phase, fully-actuated traffic signals

1 Versteeg ✓
Anderson
2 Christensen Don
3 Olson
Sullivan
Terpin
Tresi
4 Wakerlig

RECEIVED
DEC 16 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring up /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 9,000

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 30 MPH

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 12/9/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	4 @ 12'	No Change
SHOULDERS	2 @ 4'	" "
MEDIANS	14'	" "
PARKING LANES		
SIDEWALKS	2 @ 5'	" "
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River	☐	☒	☐
Stream	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.)			
Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Power, Telephone, Gas, Water, Sewer

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(7)	1
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3
RECOMMENDED CONSTRUCTION DATE	(Region)	[redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

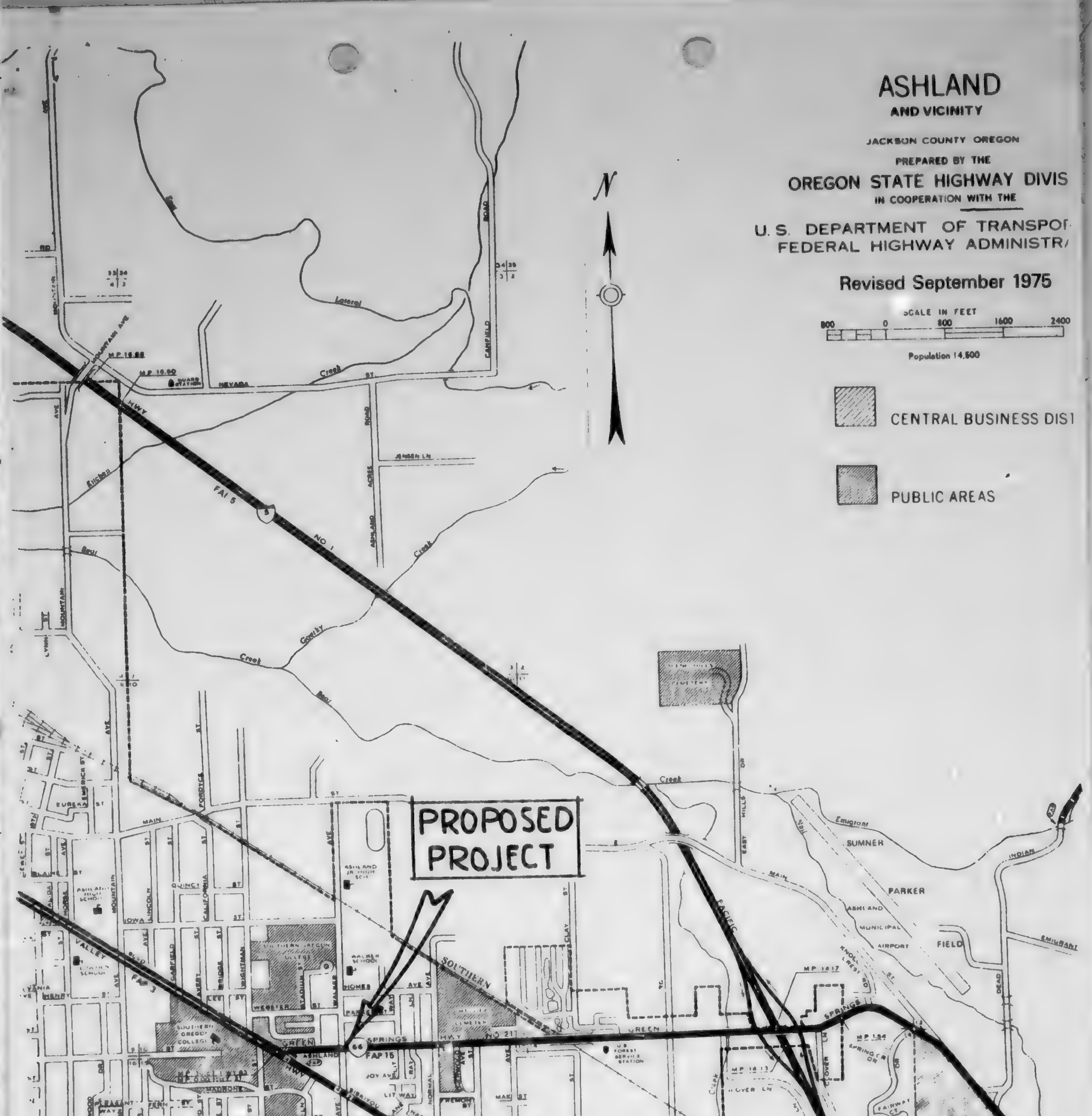
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	5,000	8.800
RIGHT OF WAY		
TRAFFIC CONTROL	7,000	70.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES	10,150	10.150
PROJECT TOTAL	85,150	88.950

SUBMITTED BY


ASHLAND
AND VICINITY
JACKSON COUNTY OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVIS
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPOR
FEDERAL HIGHWAY ADMINISTRA
Revised September 1975
SCALE IN FEET
800
0
800
1600
2400
Population 14,500
CENTRAL BUSINESS DIST
PUBLIC AREAS
N
PROPOSED PROJECT
FAI 5
NO 1
FAP 3
FAP 15
HWY NO 21
GREEN SPRINGS
66
99
ROGUE VALLEY
PACIFIC
SOUTHERN PACIFIC
MAIN
NEVADA
MOUNTAIN AVE
ASHLAND MUNICIPAL AIRPORT
SUMNER PARKER FIELD
SOUTHERN OREGON COLLEGE
GOLF COURSE
OAK KNOLL DR
Bear Creek
Kitchen Creek
Emigrant Creek
CANFIELD ROAD
JENSEN LN
EAST HILLS DR
TOLMAN
CRESTVIEW DR
SISKIYOU
WALKER AVE
CLAY ST
MP 19.90
MP 14.17
MP 21.00

9271

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [illegible] 440-3399

November 24, 1980

In Reply Refer to
File No.: PRO 6

Mr. Allen Alsing
Director of Public Works
City of Ashland
City Hall
Ashland, OR 97520

Dear Mr. Alsing:

This will acknowledge receipt of three signed copies of Construction - Finance Agreement #7413 and City Resolution #80-67 for the proposed traffic signal installation project at the Greensprings Highway and Walker Avenue in the City of Ashland.

By copy of this letter I am forwarding these documents to the Project Management Section in Salem for further processing.

A fully executed copy of this agreement will be returned to you for your files.

Cordially,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

as/cp

cc: D.H. Moehring
L.E. George
G. Thornton
B. Maude

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
DEC 1 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

Form 734-3122

927L

INT 5-2
Jackson

L.

October 31, 1980

TRA 7

Mr. Brian L. Almquist
City Administrator
City of Ashland
City Hall
Ashland, OR 97520

Dear Mr. Almquist:

The traffic signal investigations for the intersections of Walker Avenue at the Green Springs Highway and at the Rogue Valley Highway have both been completed.

At the Green Springs Highway, the school crossing warrant was met, and we are recommending that a signal be installed as approved at the Transportation Commission meeting on October 21, 1980. The traffic signal warrants were not met at the Rogue Valley Highway intersection, and we are not recommending that a signal be installed at this intersection.

The Commission approved funding for the Green Springs Highway intersection in accordance with the League of Oregon Cities Agreement which indicates that we will pay for one-half of the installation cost, and the City will be required to pay the other half. A five-phase pedestrian and vehicular actuated signal is proposed. The preliminary estimate for the traffic signal installation is $70,000. A traffic signal agreement spelling out our responsibilities is presently being prepared and will be sent to the City for approval as soon as it is completed.

It is also our recommendation that the school district provide adult supervision at the school crossing during crossing hours after the traffic signal is installed to help insure that the school pedestrians use the traffic signal as intended to optimize school pedestrian safety.

We will make every effort to have the contract for the signal installation ready for our January 1981 bid letting. If there are any problems encountered, we may not be able to make the January letting, but we do want to contract the signal as soon as possible.

Normally, our signal contracts are for the whole installation including materials. In this case, we will attempt to make it a 90-day contract utilizing State-supplied signal materials for the critical items so that the signal can be in operation before the end of the school year.

If you have any questions or comments concerning this proposal, please feel free to advise our Region Engineer, Mr. Alfred Shirley, Jr., at 1523 S.E. Cobb Street, Roseburg, OR 97470, telephone 440-3399.

Sincerely,

H. S. Coulter
State Highway Engineer

DKH:jrb ji

cc: Wes Smith, Principal, Walker Junior High School

bc: E. S. Hunter
D. H. Moehring
R. L. Schroeder
L. E. George
Alfred Shirley, Jr.
Bob Judson
R. W. Gormsen

9271 L.

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Walker Ave. @ Green Springs Hwy. (Ashland)

Date Oct. 23, 1980

Highway Green Springs

Authorization No. 1

County Jackson

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.:

Project located @ intersection of Walker Ave. and Green Springs Hwy., MP 0.18

Purpose of survey: To prepare plans, specifications and estimate of cost to install 5-phase fully actuated signals at subject intersection.

Estimate of Costs:

Resident Engineer	(901)	$2,500
Final Design	(905)	1,500
Traffic	(911)	3,000
Utility Liaison	(914)	500
Specifications	(921)	1,000
Adm. Serv. (Eng.)	(922)	100
Environmental	(923)	200

Approved by OTC 12-[illegible]-80

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$8,800
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Region Design Engr. ~~Field Engineer~~

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

9271

INT 5.21
Jackson

L.

COM

DATE: October 15, 1980

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Traffic Signal
Green Springs Highway No. 21 at
Walker Avenue
Ashland

An Investigation of Traffic Signal Warrants including a Pedestrian Delay Time Study for the intersection of Green Springs Highway at Walker Avenue in Ashland was recently completed. As a result, it was found that additional control is needed based on the Pedestrian Delay Time Study, and the school crossing warrant for the installation of a traffic signal is met.

Therefore, it is recommended that a five-phase pedestrian and vehicular actuated signal be installed. A preliminary estimate indicates the total cost for installing the signal will be approximately $70,000. In accordance with the League of Oregon Cities Agreement, the City would be responsible for paying 50 percent of the installation cost.

Your approval for the traffic signal installation as previously outlined in hereby requested. This matter will be on the agenda for your consideration at the October 21 meeting.

DKH:jrb jh
bc: F. B. Klaboe
R. W. Gormsen
L. W. Rulien
E. S. Hunter
D. H. Moehring
R. L. Schroeder
C. T. Keasey
L. E. George
V. E. Skoog
Alfred Shirley, Jr.
George Bell

9271

L.

TRA 7

STATE OF OREGON

INTEROFFICE MEMO

Highway Division - Region 3   440-3399

TO: L.E. George
Traffic Engineer

DATE: October 9, 1980

FROM: Alfred Shirley, Jr.
Regional Engineer

SUBJECT: Request for Traffic Signal
Green Springs Hwy. No. 21 @ Walker Ave.
Ashland

This will acknowledge your memo of August 29, 1980, requesting a traffic signal investigation at the subject location. Attached is a Traffic Signal Warrant Comparison Sheet showing that none of the required warrants are close to being met. The count was taken during warm weather conditions Monday and Tuesday, September 29 and 30, 1980, when Southern Oregon State College was in full session. During the count there were 237 students counted crossing the Green Springs Highway. This figure includes students with bicycles. The overall total of pedestrians crossing the highway was 397. There were 63 bicyclists counted crossing the highway.

Also attached is a Pedestrian Delay Time Study as you requested which indicates control is needed. A 'partial' (one adult) school-boy patrol is in operation at this location. It was observed during the investigation that vehicles on the highway did not honor the patrol on the side of the highway where there was no supervision and ran through the crosswalk while students were in the median area.

Also observed during the investigation was a child hit by a vehicle while walking a bicycle across the highway. The partial school-boy patrol was not in operation at this time. Eyewitnesses from this office observed that the child did not even look as he stepped into the roadway in front of a vehicle. The driver of the vehicle had no chance to stop.

Based on the results of this investigation, a signal cannot be recommended due to the required warrants not being close to being met. It is felt that the existing partial school-boy patrol operation is an unsafe condition. As a result of this investigation it is recommended that a standard (two adults - one on each side of the highway) patrol be established. Mr. John Tixier with the Department of Education, specializes in establishing and training these type of patrols which have been proven throughout the years to be the most effective type of treatment for school crossings.

RECEIVED
STATE HWY ENGR
OCT 13 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

as/kdo/cp
attach.
cc: H.S. Coulter ✓
G. Thornton

Contains
Recycled
Materials
81-125-1387

9271

[illegible]
Unit 5-2
Jackson

L.

TRA 7-6

September 17, 1980

The Honorable Gary L. Prickett
Mayor of Ashland
City Hall
Ashland, OR 97520

Dear Mayor Prickett:

As you are perhaps aware, a presentation was made to the Transportation Commission at its September 16 meeting in Newport concerning the installation of a traffic signal at the intersection of Walker Avenue and ORE66 by Wes Smith, principal of Ashland Junior High School and City Councilman Gordon Medaris.

After hearing the presentation, the Commission agreed to review the results of a study being made by the Highway Division before making a final decision. It asked that the study be speeded up by the Highway Division, if possible, and perhaps action could be taken at the October 21 Commission meeting. Mr. Smith asked for and was granted, permission to make a presentation at this meeting.

If I can be of any further assistance, please let me know.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

bc F. B. Klaboe
R. W. Gormsen
E. S. Hunter
L. E. George
Alfred Shirley, Jr.

} Please complete study in time for October 21 meeting, if at all possible.

Resolutions and Endorsements in support of the installation of of traffic light to control the intersection of Walker Avenue and Highway 66 in the City of Ashland.

Presented to the Oregon Traffic Commission

September 16, 1980

by
Wes Smith, Principal Ashland Junior High School
Gordon Medaris, Councilman, City of Ashland

CONTENTS

Resolutions

- Ashland City Council
- Board of Directors, Ashland Public School District #5

Endorsements

- Lenn Hannon, Senator District #26
- Ben "Kip" Lombard, Representative District #52
- Daily Tidings Editorial
- Thomas Cowan, Superintendent, Ashland Public Schools
- Ashland City Advisory Planning Committee
- Clarence Homes, Retired Crossing Guard, Ashland Public Schools
- Vic Lively, Chief of Police, Ashland
- Warren Moore, Parent - Student injured at intersection.
- Oregon Fair Share

RESOLUTION NO. 80-49

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ASHLAND REQUESTING THE INSTALLATION OF TRAFFIC SIGNALS AT ORE. 66 AND WALKER AVENUE.

WHEREAS, the City of Ashland and Ashland School District No. 5 have in the past petitioned the State Highway Division regarding the installation of traffic signals at Oreg. 66 and Walker Avenue; and

WHEREAS, the Highway Division has recently widened Ore. 66 to four lanes and center refuge; and

WHEREAS, said widening has significantly aggravated an existing pedestrian safety hazard to the large numbers of school children travelling to and from Walker Elementary and Ashland Junior High School.

NOW THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Ashland, as follows:

SECTION 1. The Transportation Commission is hereby urged to immediately take steps to install traffic signals at this critical intersection before a death or serious injury results:

SECTION 2. The City Recorder is hereby directed to forward copies of this resolution to the members of the Oregon State Transportation Commission and officials of the State Highway Division.

The foregoing Resolution was READ and DULY ADOPTED at a regular meeting of the City Council of the City of Ashland on the 2nd day of September, 1980.

Nan E Franklin
Nan E. Franklin
City Recorder

SIGNED and APPROVED this 3rd day of September, 1980.

Gary L Prickett
Gary L. Prickett
Mayor

RESOLUTION

BE IT RESOLVED that the governing body of the Ashland School District No. 5 hereby requests that a traffic light be placed at the corner of Walker Avenue and Highway 66.

WHEREAS, Highway 66 carries four lanes of traffic, a turn lane and two bicycle paths.

WHEREAS, several hundred students ages five through fifteen use this crossing to attend an elementary school and a junior high school situated within three blocks of the Highway 66 intersection.

WHEREAS, it is the judgment of this Board that the above mentioned intersection presents a serious danger to students which cannot be overcome by a traffic guard presently employed.

WHEREAS, the danger to the students has seriously increased with the widening of Highway 66 to four lane traffic.

THEREFORE, The Board endorses and supports the request of the Ashland Traffic Commission and City Council for the traffic commission to immediately place a light at the corner of Walker Avenue and Highway 66.

Chairman

Clerk

LENN L. HANNON
JACKSON AND KLAMATH COUNTIES
DISTRICT 26

REPLY TO ADDRESS INDICATED
☐ SENATE CHAMBER
SALEM, OREGON 97310
☐ 240 SCENIC DRIVE
ASHLAND, OREGON 97520

COMMITTEES
VICE-CHAIRMAN:
TRADE AND ECONOMIC DEVELOPMENT
EXECUTIVE APPOINTMENTS
MEMBER:
HOUSING AND URBAN AFFAIRS
LABOR, CONSUMER AND BUSINESS AFFAIRS
TRANSPORTATION

OREGON STATE SENATE
SALEM, OREGON
97310

September 13, 1980

Mr. Fred Klaboe
Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Fred:

I am writing to express to you my deep concern over a highly dangerous intersection in Ashland. It is located on Walker Avenue and Highway 66 just one block from Walker Elementary School and a short distance from Ashland Junior High. This has been a hazardous crossing for our children for years but now that Highway 66 has been expanded from two lanes to four lanes it is simply a time bomb waiting to explode. Having lived in that block of homes for fourteen years I know of the many near misses of children being hit by a vehicle.

It is my sincere hope that you will be instrumental in seeing that a traffic light be installed as soon as possible to prevent any tragedies from happening.

Thank you Fred for your quick action in this matter.

Sincerely,

Lenn L. Hannon

LLH/dh

cc: Anthony Yturri
Transportation Commission

BEN "KIP" LOMBARD, JR.
JACKSON AND KLAMATH COUNTIES
DISTRICT 52

REPLY TO ADDRESS INDICATED:
☐ HOUSE OF REPRESENTATIVES
SALEM, OREGON 97310
☐ P.O. BOX 1090
ASHLAND, OREGON 97520

COMMITTEES
VICE-CHAIRMAN:
BUSINESS AND CONSUMER AFFAIRS
MEMBER:
JUDICIARY

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

September 15, 1980

State of Oregon
Transportation Commission
135 Transportation Building
Salem, Oregon 97310

Re: Traffic Lights at
Intersections of Walker Avenue
and U.S. Highway 66 and U.S.
Highway 99, City of Ashland, Oregon

Dear Commission Members:

I am writing to request that special consideration be given to the request of the City of Ashland and the Ashland School District for the installation of traffic signals at the intersections of Walker Avenue and U.S. Highway 66 and Walker Avenue and U.S. Highway 99.

As will appear in your records, the Walker Elementary School on Walker Avenue is located one block north of the intersection of Walker Avenue and U.S. Highway 66 and two blocks north of the intersection of Walker Avenue and U.S. Highway 99. U.S. Highway 66 was just recently widened to four lanes. This widening occurred because this route is a major access route for commuter traffic coming to Southern Oregon State College. There are also two major shopping centers on this route beyond the Walker Avenue intersection. Furthermore, traffic has increased substantially along this route because of the new Ashland Hills Inn development and Convention Center, because this is the main access route to the Ashland Airport, the the Greensprings Highway and to the Dead Indian Highway and to the Oak Knoll subdivision.

U.S. Highway 99 was also recently widened going southeasterly to its intersection with Walker Avenue. Traffic along U.S. Highway 99 at this intersection has increased significantly in recent years, because most of the new residential construction in Ashland is occurring south of U.S. Highway 99 and to the southeast of town.

Foot traffic at these intersections is also very high. This is particularly true during the school year. There are many college students living in apartments in the area and most of them walk across these intersections to and from SOSC. This foot traffic is in addition to the elementary school age children. I also neglected to add that the Ashland Junior High is further down Walker Avenue and its students also use this intersection.

I believe that the safety of all of the students involved in this area dictates that special consideration be given by the Commission to immediate installation of traffic signals. Frankly, I am at a loss to understand why these signals were not included in the original plans of the widening of U.S. Highway 66. If we wait to go through the usual channels, I am afraid that the school year will be over and we may have unnecessarily exposed many children to risks of accidents. I certainly will appreciate any special consideration you can give to this application.

Sincerely yours,

Kip Lombard

BEN "KIP" LOMBARD, JR.

BL:jr

The Daily Tidings

Editorial

Page 4 — Thursday August 28, 1980

Traffic light might save a life

Members of the Ashland Traffic Safety Commission are on the right road in their decision Wednesday to seek a traffic light from the state for the intersection of Highway 66 and Walker Avenue. The spot has the potential for tragedy.

Even before the state widened Highway 66 into a four lane runway, complete with a fifth center lane for turnouts, the street caused problems at the Walker intersection. Students heading to and from the junior high and Walker Elementary School create a steady pattern of pedestrians and pose a problem.

Despite having a crossing guard at the spot, youngsters still need extra protection. The busy Highway 66 is tough to get across even with help. And there is the added problem of traffic turning onto or off of Walker Avenue heading for the schools or surrounding residences.

The safety commission is asking the state, which has responsibility for the highway, to consider a light. That request makes good sense. It is unfortunate, however, that state engineers will have to conduct a study before any action can be taken. That study will delay installation of any light well into the school year.

If the study is accurate, it should conclude what everyone in Ashland already knows: The intersection needs a traffic light. Ashland residents can only cross their fingers for now and hope that the study and light do not come too late for some youngster.

In a related item, it is a shame the traffic panel is not also asking the state to reduce the speed limit (now 40) on the portion of Highway 66 running from the overpass to the I-5 interchange. With increased commercial development in this area, it seems the existing speed limit is entirely too fast to allow the safe flow of traffic into and out of businesses on the street.

This, too, seems like a spot where a serious accident is merely waiting to happen. Again, it would be a shame to have action in this area come too late to save someone's life.

OREGON FAIR SHARE
So. Oregon Headquarters
10 N. Central #3
Medford, Or. 97501
773-7062

Sept. 17, 1980

Wesley Smith, Principal
Ashland Junior High School
Ashland, Oregon

Dear Mr. Smith,

The Ashland Chapter of Oregon Fair Share supports the placement of a traffic signal at the intersection of Oregon Highway 66 and Walker Ave. in Ashland.

Ashland Fair Share is part of a statewide citizen action organization of some 18,000 member families who are working together to make the important decisions that affect our neighborhoods and communities. In Ashland, as well as in 15 other communities Fair Share has successfully fought for traffic safety improvements such as traffic signals that protect children and pedestrians.

If Ashland Fair Share can be of assistance in convincing the Oregon Transporation Commission to place a traffic light at Walker Avenue and Highway 66, please let us know.

Yours truly,
Cyndi Dion
Cyndi Dion, President
Ashland Fair Share
148 Ohio
Ashland, Oregon

labor donated

September 15, 1980

Oregon Traffic Commission
Meeting in Newport, Oregon
September 16, 1980

Dear Commissioners:

Around 12 years ago (1967-68) our son Brent was struck by a car while crossing Highway 66 on the way home from school. The car was driven by a young man coming out of the Buy-Rite Shopping Center and was not on the street when Brent started to cross! Brent was very lucky and was only shaken up. However a light would have prevented this unfortunate and possibly fatal accident.

Sincerely yours,

Warren H Moore

Mr. & Mrs. Warren H. Moore

BOARD OF DIRECTORS

LOIS WENKER
RICHARD WESTERBERG
RICHARD KROMMINGA
MARIANNE PARKS
DONNEA MEDINGER

ASHLAND PUBLIC SCHOOLS

SCHOOL DISTRICT No. 5, JACKSON COUNTY
Administration Building
885 SISKIYOU BOULEVARD
ASHLAND, OREGON 97520

(503) 482-2811

THOMAS L. COWAN
Superintendent

WILLIAM E. MOORE
Assistant Superintendent

LOREN R. LUMAN
Business Manager

Equal Opportunity Employer

September 15, 1980

Oregon Traffic Commission
Salem, Oregon 97310

Dear Sirs:

There currently is a strong movement within the community of Ashland involving the city, the school system and the community at large in trying to obtain a traffic light at Walker Avenue and Highway 66 for the purpose of correcting the potentially dangerous crossing site.

This crossing site has recently been enlarged to four lanes of traffic and two bike lanes which means the children must now cross this expanded area, therefore, doubling their exposure time. The district has recognized this as an extremely dangerous situation to the degree they have hired and trained a crosswalk guard. However, the dangerous condition is still present and frankly, in time, someone is going to be seriously injured.

To turn ones back on this situation in my estimation, based on the lack of funds, would be criminal and most definitely negligent.

I am sure that from the tone of my letter it should be very obvious to all concerned that I totally endorse the need for a traffic light at this intersection.

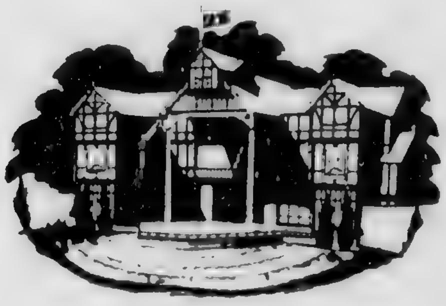
If I can be of further assistance please feel free to contact me.

Sincerely,

Thomas L. Cowan
Thomas L. Cowan
Superintendent

TLC/llm

Home of the Oregon Shakespearean Festival



September 12, 1980

Oregon Traffic Commission
Meeting in Newport, Oregon
September 16, 1980

Dear Sirs,

For the past nine and one half years I was crossing guard at the intersection of Walker Avenue and Highway 66. In the time I spent at that corner there were several times when students were nearly hit by cars running my flag and not paying attention to the crossing guard. Not only that, but I was called everthing in the book for stopping traffic. Traffic doesn't seem to have any regard for school crossings. Of all the places in town we need a light there more than any place.

My reason for writing you is my concern for the safety of the children. If something is not done now that the street is wider, there will be a serious accident. Either there should be a light or a police officer at all crossing times at the intersection.

Thank you for considering this request and I hope you will heed our terrific need for a traffice light.

Sincerely yours,

Clarence D. Homes

Memorandum

September 11, 1980

To: Mayor Gary Prickett and City Council

From: Citizens Planning Advisory Committee

Subject: Proposed Traffic Lights at theWalker Street and Highway 66, and the Siskiyou Blvd. and Walker STreet instersections.

The Ashland Citizens Planning Advisory Committee at its regular meeting on September 8, 1980, voted unanimously to support the need for traffic lights at the Highway 66 and Walker Street and the Siskiyou Blvd. and Walker St. intersections. The widening of Highway 66 has made the Walker Street crossing extremely dangerous, and it is CPAC's belief that installation of a traffic signal could avert this dangerous situation. Please lend our support to any efforts to get traffic lights installed at these intersections.

Ashland Police Department

CITY HALL ASHLAND, OREGON 97520 Phone (503) 482-5211

VIC LIVELY
Chief of Police

September 9, 1980

Oregon Traffic Commission
Meeting in Newport, Oregon
September 16, 1980

Dear Commissioners:

I would like to voice my full support for the installation of a traffic signal at the intersection of Walker Avenue and Highway 66 in the City of Ashland. This intersection when it was still a 2 lane street was a great concern to me because of the number of children who cross at this intersection going to and from the Ashland Junior High School and Walker Elementary School. Now that it is four lanes divided with a center left turn lane and 2 bicycle lanes it is more of a concern to me, as well as to parents and other concerned citizens.

I would like to go on record requesting that you expedite this matter before we have a child hurt.

If I can be of any assistance in any way please feel free to contact me.

Sincerely,

Vic Lively
VIC LIVELY
Chief of Police

VL:mm

OREGON TRANSPORTATION COMMISSION

Delegation Wes Smith, Principal of Ashland Jr. High School

Date Sept. 16, 1980

Time 9:30

RE: Traffic signal at Walker AVE & Hwy. 66 in Ashland

Name	City or Town	Capacity
Wes Smith	Ashland	

21

PETITION September 3, 1980

TO: The Oregon Transportation Commission
State of Oregon
Salem, Oregon

We, the undersigned, petition the Oregon Transportation Commission to grant authority for a traffic light to control the intersection of Walker and Ashland Street in the City of Ashland. The newly widened street presents a clear and present danger to the hundreds of students attending Walker Elementary and Ashland Junior High Schools as well as other pedestrians using the intersection. We believe it is an urgent matter requiring immediate attention of the Commission and expeditious resolution.

	SIGNATURES:	ADDRESS:
1	Patricia P. Ross	1169 Hillview Dr. Ash
2	John Shann	571 Henley WAY
3	Hilde Baughman	705 Indiana Ashland
4	JoAnn M. Frey	1305 Neil Creek Rd Ashland
5	Regina M. Gregory	1301 Iowa #19
6	Keith Carney	622 Holly St. - Ashland
7	Brenda Pummer	987 Hillcrest Ash
8	Mary Abaton	2045 E. Main St Ashland
9	Darlene Steffens	872 Hillview Ashland
10	Bernadette V. Hombard	133 Manzanita Ashland
11	Carol Gersick	1026 Clay Ashland
12	Myrna Ochs	1492 E. M. Street, Ashland
13	Mary McClure	975 Bellview, Ashland
14	Susan Boekenoogen	630 Ray Ln Ashland, Ore
15	Bertha Harlan	502 Fairview, Ashland, Ore.
16	Daniel Hensler	939 Valley View Rd ASHLAND
17	Helen Welsh	939 Valley View Ashland
18	[illegible]	991 Hiawatha Pl. Ashland
19	Debbie Randle	670 C St #1 Ashland
20	Barb Jonson	482 Walker Ave. Ashland
21	Gary Randle	670 C St #1 Ashland
22	Patricia M. Ellsworth	125 Nob Hill St. Ashland
23	Elsie Stewart	139 W Laurel Ashland
24	Gerald R. Bayan	7050 GRIFFIN CR. RD. MEDFORD -
25	Mary Lou Welsh	~~E~~ 125 Lincoln #6 Ashland
26	Betty Feiner	911 Clay - Ashland
27	Shirley Caulfield	2234 Siskiyou - D-42 - Ashland
28	Nancy Allott	2234 Siskiyou D-37 Ashland
29	[illegible]	2950 Hwy 99 So ASHLAND -
30	[illegible]	1059 Terra Ashland

[illegible] for a traffic light to control the intersection of Walker and Ashland Street in the City of Ashland. The newly widened street presents a clear and present danger to the hundreds of students attending Walker Elementary and Ashland Junior High Schools as well as other pedestrians using the intersection. We believe it is an urgent matter demanding immediate attention of the Commission and expedicious resolution.

	SIGNITURES:	ADDRESS:
1	Patricia P. Ross	1169 Hillview Dr. Ash
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4	Joann M. Frey	1305 Neil Creek Rd Ashland
5	Regina M. Gregory	1301 Iowa #19
6	Keith Carey	622 Holly St. - Ashland
7	Brenda [illegible]	987 Hillcrest | Ash
8	Mary Abata	2045 E. Main St. Ashland
9	Darlene Steffone	872 Hillview Ashland
10	Bernadette V. Hombard	133 Manzanita Ashland
11	Carol Gergich	1026 Clay Ashland
12	Myrna Ochs	1492 E. M. Street, Ashland
13	Mary McClure	975 Bellview, Ashland
14	Susan Boekeroogn	630 Ray Ln. Ashland, Ore
15	Bertha Harlan	502 Fairview, Ashland, Ore.
16	Daniel Hensler	939 Valley View Rd ASHLAND
17	Helen Welsh	939 Valley View Ashland
18	[illegible] A Gull	991 Hiawatha Pl. Ashland
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23	Elsie Stewart	139 W Laurel Ashland
24	Gerald R. Bargen	7050 GRIFFIN CR. RD. MEDFORD-
25	Mary Lou Welsh	~~F~~ 128 Lincoln #6 Ashland
26	Betty Ferrer	911 Clay - Ashland
27	Shirley Caulfield	2234 Siskiyou - D-42 - Ashland
28	Nancy Allott	2234 Siskiyou D-37 Ashland
29	Floyd [illegible]	2950 Hwy 99 So ASHLAND-
30	[illegible]	1059 Terra Ashland
31	Deborah Robinson	1059 Terra Ashland

9271

2

TRA 7-6

INTEROFFICE MEMO

STATE OF OREGON
Highway - Traffic 378-6537

TO: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

DATE: September 12, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Request for Traffic Signal Installation
ORE66 at Walker Avenue
Ashland
September 16, 1980, Oregon Transportation
Commission Meeting

As requested, enclosed is a brief history of events concerning requests for the installation of the traffic signal on the Green Springs Highway at Walker Avenue.

for L. E. George
Traffic Engineer

DKH:jrb

Attachments

Contains
Recycled
Materials
81-125-1387

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

History of Requests for Traffic Signal ORE66 (Green Springs Highway No. 21) at Walker Avenue
Ashland
1974 To Date

DATE	EVENT
1951	The initial request for a traffic signal at the subject location was received in March 1951, and the investigation which resulted showed that a signal was not needed.
1953,1956 and 1971	Subsequent requests for a signal and investigations showed signal warrants not met.
February 26, 1975	Region Engineer, Alfred Shirley, Jr., advised the city that signal warrants were not met based on a January 1975 investigation requested by the city.
November 26, 1979	Brian L. Almquist wrote to Alfred Shirley, Jr., stating that ORE66 widening to four lanes with center left-turn lane would increase traffic and pedestrian hazards. He requested that traffic signal warrant studies be conducted for Walker Avenue at ORE66 and ORE99 in the first part of October 1980 to allow for completion of the widening and opening of school.
November 27, 1979	Alfred Shirley, Jr., replied saying investigations will be done for both intersections in early October 1980.
August 28 and 29, 1980	Telephone conversations between Wes Smith, Ashland Junior High School Principal, Senator Hannon, H. S. Coulter and Dwayne Hofstetter in which Mr. Smith requested a signal on ORE66 at Walker Avenue and time to appear at September 16 Commission meeting. He was advised of how to arrange for an appearance before the Commission and of the October traffic signal investigations to be conducted.
September 3, 1980	City of Ashland adopted Resolution No. 80-49 requesting that the Oregon Transportation Commission install a traffic signal on ORE66 at Walker Avenue. The city has been advised of the October 1980 traffic signal investigation to be conducted and that their resolution would be included with information for the Transportation Commission at the September 16, 1980 meeting.

DATE	EVENT
September 4, 1980	Newspaper article appeared in the Mail Tribune in Medford.
September 5, 1980	Robert W. Gormsen, Commission Services, advised Mr. Wes Smith, Principal of Ashland Junior High School, that, as requested in a September 2 letter, fifteen minutes of time has been set aside at 9:30 A.M. for Mr. Smith's delegation to appear at the September 16, 1980 Commission meeting.

DKH:jrb

9271.

L, 9

September 5, 1980

Mr. Wes Smith, Principal
Ashland Junior High School
100 Walker Avenue
Ashland, OR 97520

COM 5

Dear Mr. Smith:

This will acknowledge your letter of September 2 and phone call to my office concerning your appearance before the Transportation Commission at its next meeting in Newport, on Tuesday, September 16, 1980.

We have reserved 15 minutes of time for your delegation beginning at 9:30 a.m. We did mention on the phone scheduling you for 10 a.m., but due to a light agenda, it appears that 9:30 a.m. may be more appropriate. If this time is not convenient, please advise.

The meeting will begin at 9 a.m. in the Conference Room of the Marine Science Center located on Marine Science Drive in Newport.

As you mentioned, you wish to discuss with the Commission the need for installation of a traffic signal at the intersection of Walker Avenue and Highway 66 within the City of Ashland.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn:kkr

bc: Transportation Commission
F. B. Klaboe
H. S. Coulter
Larry Rulien
E. S. Hunter
L. E. George
George Bell

H. WESLEY SMITH
Principal

RUBY F. WHALLEY
Assistant Principal

ASHLAND JUNIOR HIGH SCHOOL

100 WALKER AVENUE
ASHLAND, OREGON 97520
(503) 482-1611

STANLEY C. JOBE
Superintendent

WILLIAM E. MOORE
Assistant Superintendent

September 2, 1980

Mr. Gormson
Manager Commission Services
121 Transportation Building
Salem, Oregon 97310

Dear Mr. Gormson,

Please accept this request for me and a delegation of public officials from Ashland to be placed on the agenda of the Transportation Commission at its September 16th meeting in Newport. We wish to address a serious and urgent need to have a light installed to control the intersection of Walker Avenue and Highway 66 within this city. Although a warrent study is already planned we feel compelled to speak with the Commission at this time.

Thank you very much for your assistance in this matter.

Sincerely yours,

Wes Smith, Principal

WS/ksb

RECEIVED
SEP 4 - 1980
COMMISSION SERVIC
DEPARTMENT OF TRANSPORTATIO

Home of the Oregon Shakespearean Festival

STATE OF OREG N INTE OFFICE MEMO

Highway - Traffic 378-6537

TO: MEMO TO FILE

DATE: August 29, 1980

FROM: Dwayne Hofstetter
Traffic Control Engineer

SUBJECT: Request for Traffic Signal
Green Springs Highway No. 21 at Walker Avenue
Ashland

As requested, Wes Smith, Principal of Walker Junior High School, was contacted today to discuss the subject traffic signal request. Mr. Smith was advised of the correspondence in November 1979 between Region and the city of Ashland. As part of this he was informed that the Region promised to do a signal investigation in October 1980.

He wanted to know how long it would take to get the results, and he was informed that we would try and get him an answer before the end of October.

According to Mr. Smith, the subject location has approximately 300 to 400 school pedestrians crossing the highway each day at Walker Avenue. Therefore, the school crossing warrant should also be checked.

At the close of our conversation Mr. Smith indicated that he still will probably want to attend the next Transportation Commission meeting and that he will write to R. W. Gormsen as requested by H. S. Coulter.

DKH:jrb

cc: H. S. Coulter
Alfred Shirley, Jr.

RECEIVED
STATE HWY ENGR
SEP 4 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains
Recycled
Materials
81-125-1387

9271 25-40 L.

RESOLUTION NO. 80- 49

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ASHLAND REQUESTING THE INSTALLATION OF TRAFFIC SIGNALS AT ORE. 66 AND WALKER AVENUE.

WHEREAS, the City of Ashland and Ashland School District No. 5 have in the past petitioned the State Highway Division regarding the installation of traffic signals at Oreg. 66 and Walker Avenue; and

WHEREAS, the Highway Division has recently widened Ore. 66 to four lanes and center refuge; and

WHEREAS, said widening has significantly aggravated an existing pedestrian safety hazard to the large numbers of school children travelling to and from Walker Elementary and Ashland Junior High School.

NOW THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Ashland, as follows:

SECTION 1. The Transportation Commission is hereby urged to immediately take steps to install traffic signals at this critical intersection before a death or serious injury results:

SECTION 2. The City Recorder is hereby directed to forward copies of this resolution to the members of the Oregon State Transportation Commission and officials of the State Highway Division.

The foregoing Resolution was READ and DULY ADOPTED at a regular meeting of the City Council of the City of Ashland on the 2nd day of September, 1980.

Nan E. Franklin
Nan E. Franklin
City Recorder

SIGNED and APPROVED this 3rd day of September, 1980.

Gary L. Prickett
Gary L. Prickett
Mayor

RECEIVED
STATE HWY ENGR
SEP 9'80
REFER TO
George – Shirley
Gorman

Info	Inves	R/W	D/R	Sign	Act	File
		X				

RECEIVED
DOT DIRECTOR
SEP 9 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9371

UTED
COULTER

The MAIL TRIBUNE, Medford, Ore. Thursday, September 4, 1980 Section C

Ashland marshals support for Oregon 66 traffic signal

By KAREN MERRILL
Mail Tribune Staff Writer

ASHLAND — The city has asked before and been rejected each time, but Wesley Smith is determined not to give up.

The Ashland Junior High School Principal is spearheading an effort to convince the state Transportation Commission that a traffic signal is needed at the intersection of Oregon 66 and Walker Avenue.

"This intersection has been a problem for several years," he says. "But with the widening of the highway, the problem has gotten worse.

"The intersection is intensively used as a student crossing by young kids attending Walker grade school and the students who go to the junior high."

Smith plans to attend the Sept. 16 Transportation Commission meeting in Newport. He'll be armed with resolutions in support of the signal passed by the School Board, City Council, Walker School Parent Teachers Association, Junior High Parent Group, and the YMCA Board of Directors.

He also hopes to take an armload of petitions signed by students and adults in support of the traffic signal.

"We want to show the commission that people believe the inconvenience of a traffic signal will be offset by the added safety for students," he says.

Police Chief Vic Lively, who may also attend the commission meeting, says he's convinced the intersection is dangerous.

"My concern is that something be done before someone is hurt," he says. "All the kids living above Siskiyou Boulevard and in the area between Oregon 99 and Oregon 66 cross there."

City officials last approached the state in 1975 to request a traffic light at the intersection. A study conducted by the Department of Transportation failed to demonstrate a need for the light.

Duane Hofstetter, of the state Traffic Control Section, says a new study will be conducted in October. During the study, traffic along both Oregon 66 and Walker Avenue will be counted, gaps between the cars will be timed, and traffic accidents during the past year will be studied.

Hofstetter says an average of 600 cars per hour must travel on Oregon 66 during any hour of an eight-hour day for the city to qualify for a signal. In addition, he says, no less than 150 cars must travel in one direction on Walker Avenue during any similar hour.

A light also could be warranted if traffic on Oregon 66 is so heavy that cars on Walker Avenue experience excessive delays before crossing the highway.

If the traffic counts fail to show the minimum figures, the city still may qualify for the signal because school children use the intersection.

Hofstetter says that if the statistics fall far below the requirments, the chances of the commission granting a traffic signal are slim.

Smith says he'll attend the commission meeting before the warrant study is conducted in hopes of speeding up the process.

"We felt that if we waited for the warrant results, the earliest we could get a light would be April," he says. "School would almost be out."

Hofstetter says the commission can't do much until the study is completed. If the study shows that a signal is warranted, the next step will be to find money to pay for the light.

"We have 60 locations in the state that have met warrant conditions and are waiting for either financing or plans to be prepared," he says. "Once we get the money, our normal contract period is 240 days."

When school crossings are involved, the contract period can sometimes be shortened, but it still would probably be a four-month process, he says.

Smith is optimistic that his efforts will succeed. The signature gathering drive started Wednesday afternoon and will continue until Sept. 12.

"It's our city and our kids," he says. "It's reasonable to expect that traffic will be monitored."

Smith says that if he loses this go-around, he won't give up.

"We'll keep trying until we get it," he says. "People are determined to have a traffic signal at that intersection."

Ro —

Please do

LEG

#63 #21

TRA ~~16-6~~

NOTED
R.D. TRYGSTAD

Mr. Brian L. Almquist
City Administrator
City Hall
Ashland, OR 97520

February 26, 1975

NOTED
R.D. TRYGSTAD

Dear Mr. Almquist:

This will further acknowledge your letter dated December 2, 1974, requesting traffic signal investigations at the intersections of Siskiyou Boulevard with Mountain Avenue, Siskiyou Boulevard with Walker Avenue, and Green Springs Highway with Walker Avenue.

The results of our investigation show that none of the signal warrants are met at the intersections of Siskiyou Boulevard with Walker Avenue and Green Springs Highway with Walker Avenue. The Interruption of Continuous Traffic Warrant was the only warrant met at the intersection of Siskiyou Boulevard with Mountain Avenue.

I am forwarding the study data for Siskiyou Boulevard and Mountain Avenue to our Salem office requesting that this intersection be placed on the Statewide Traffic Signal Priority Listing. This intersection will have a relatively low position on the list as only one warrant was met and could be considered for signalization only when funds become available. The cost for such an installation would be on a 50% City-50% State basis.

added to list as requested E.B.

NOTED
LE GEORGE

If you have any further questions concerning this matter, please do not hesitate to call upon this office.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

RECEIVED
FEB 28 1975
TRAFFIC ENGINEERING

AS/KDO/dt

cc: L. E. George ✓
George Thornton

NOTED
VERNON L. TABERY

NOTED
DWAYNE HOFSTETTER

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

Walker Avenue & Green Springs Highway
Ashland

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	447	668	635	631	762	698	651	457
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	56	77	138	91	113	138	120	66
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	2	1	4	18	118	15	21	11

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	500		6
Minor Street	150		0
2. Interruption of Continuous Traffic:			
Major Street	750		1
Minor Street	75		6
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	600		6
Pedestrian Volume	150		0
4. Accident Experience:			
Preventable Accidents (last 12 months)		0	
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)		N/A	
Minimum Warrant		800	

Date of Traffic Count 1/27/75 & 2/6/75

---

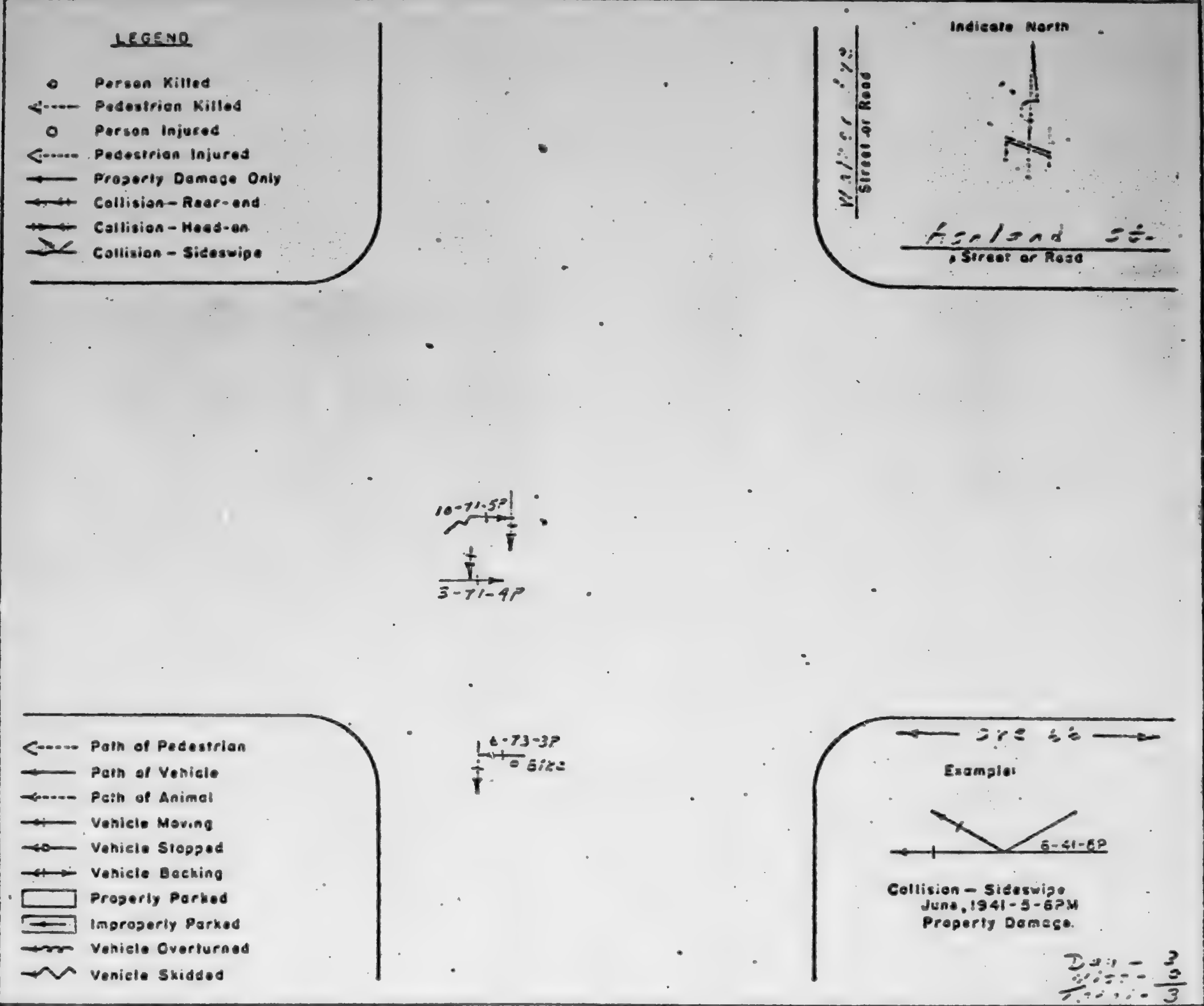
* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** x standard warrants used.
___ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

Oregon State Highway Division
Traffic Engineering Section
Accident Analysis

COLLISION DIAGRAM

City of Ashland County Jackson
Intersection of [illegible] and Walker Ave.
Highway Number 21 [illegible] M.P. 3.12
Period Covered 1-1-70 12-31-74
Compiled by [illegible] Drawn by ______ Date 12-20-74



LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe

Walker Ave. Street or Road

Indicate North

Ashland St. Street or Road

- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Property Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Example:

Collision – Sideswipe
June, 1941 - 5 - 6PM
Property Damage.

Day - 3
Night - 0
Total - 3

Collision Type	1970 - 1971				1972				1973				10 Mos. 1974				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			2	2						1		1						1	2	3
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL			2	2				0		1		1				0		1	2	3

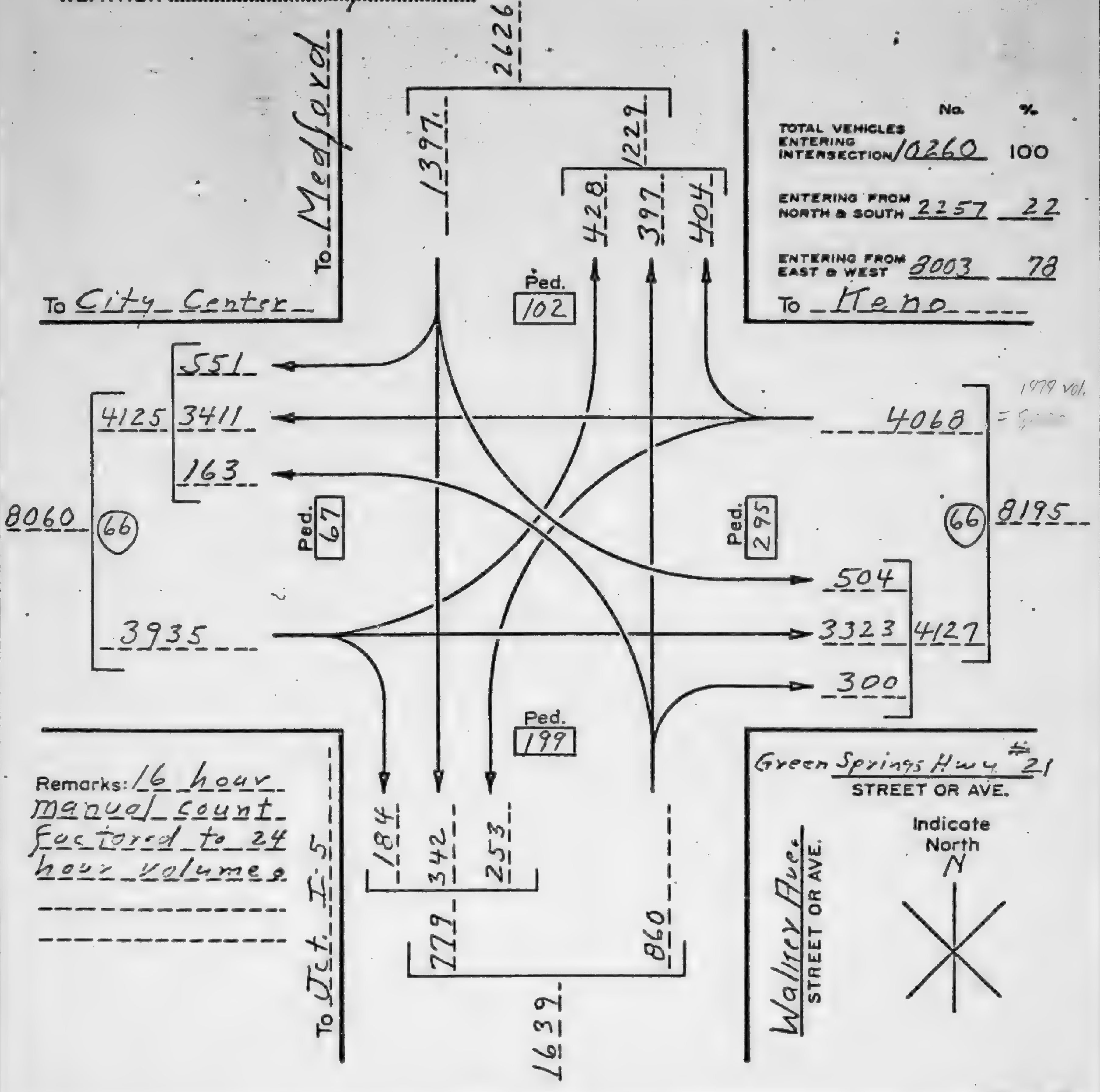
Form E-260—2M—11-45 5/70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 1/27/1975 + 2/6/ 1975
DAY OF WEEK Mon. – Thur.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM To 10 PM
WEATHER Cloudy

CITY OR COUNTY Ashland
INTERSECTION OF Green Springs Hwy. No. 21 & Walker Ave
MILE POST 0.18
CLASSIFICATION All Vehicles


To Medford
To City Center
To Keno
To Jct. I-5
2626
1397
1229
428
397
404
Ped. 102
551
4125
3411
163
8060
66
Ped. 67
3935
4068
1979 vol. =
66
8195
Ped. 295
504
3323
4127
300
Ped. 199
184
342
253
779
860
1639
Green Springs Hwy #21
STREET OR AVE.
Walker Ave.
STREET OR AVE.
Indicate North
N

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	10260	100
ENTERING FROM NORTH & SOUTH	2257	22
ENTERING FROM EAST & WEST	8003	78

Remarks: 16 hour manual count factored to 24 hour volumes.

Rev. 3-70

Rev 6'10

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date 1/27/1975 & 2/6/1975
Day of week Mon - Thur.
Hours counted 6 AM to 10 PM
Weather Cloudy

City or County Ashland
Intersection Green Springs & Walker Ave
Mile Post 0.18
Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS																	ENTERING VOLUMES - SUMMARY BY LEGS			
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South
A. M.	6:00- 7:00	3	2	9	4	8	5	33	22	1	1		1	89	27	30	62	70	20	36	26	7
	7:00- 8:00	13	10	23	21	19	21	133	57	14	8		7	326	91	28	235	72	55	157	78	36
	8:00- 9:00	27	30	59	40	24	36	189	86	13	18	3	11	536	175	33	361	67	110	232	129	65
	9:00-10:00	17	10	20	21	9	13	144	125	4	15	8	4	390	78	20	312	80	46	158	154	32
	10:00-11:00	23	20	23	20	10	7	195	186	12	11	14	10	531	84	16	447	84	56	227	220	28
	11:00-12:00	20	17	30	16	14	26	194	199	8	14	10	10	567	123	22	444	78	73	219	225	50
P. M.	12:00- 1:00	15	22	36	27	26	36	279	296	16	18	8	5	804	136	17	668	83	77	327	341	59
	1:00- 2:00	26	13	47	21	55	17	273	296	24	21	8	10	821	186	23	635	77	138	310	325	48
	2:00- 3:00	40	29	33	23	18	28	260	285	16	26	18	11	787	156	20	631	80	91	305	326	65
	3:00- 4:00	44	47	51	44	18	30	293	327	25	15	26	15	935	173	19	762	81	113	365	397	60
	4:00- 5:00	61	38	52	33	25	19	291	285	30	26	21	22	903	205	23	698	77	138	359	339	67
	5:00- 6:00	55	39	40	27	25	26	255	290	19	28	21	21	846	195	23	651	77	120	313	338	75
	6:00- 7:00	31	32	22	25	13	22	193	173	23	18	11	8	571	114	20	457	80	66	248	209	48
	7:00- 8:00	27	31	22	32	17	33	162	179	7	23	10	9	552	131	24	421	76	66	200	221	65
	8:00- 9:00	15	8	11	16	12	12	112	118	10	10	5	4	333	64	19	269	81	38	130	139	26
	9:00-10:00	22	9	23	9	18	30	95	97	8	21	4		336	114	34	222	66	63	112	110	51
	10:00-11:00																					
	11:00-12:00																					
A. M.	12:00- 1:00																					
	1:00- 2:00																					
	2:00- 3:00																					
	3:00- 4:00																					
	4:00- 5:00																					
	5:00- 6:00																					
24-Hour total		504	404	551	428	342	397	3411	3323	253	300	184	163	10260	2257	22	8003	78	1397	4068	3935	860
16-Hour total		458	367	501	389	311	361	3101	3021	230	273	167	148	9327	2052	22	7275	78	1270	3698	3577	782
—-Hour total																						
Control																						
Factor																						

Tabulated by B.Y.
Checked by

Walker Ave St. is North and South
Green Springs Hwy #21 St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

/1975 & 2/6/1975
Mon - Thur.
6 am to 10 PM
Cloudy

City or County Ashland
Intersection Green Springs Hwy. No. 21 & Walker Ave.
Mile Post 0.18
Classification All Vehicles

SUMMARY BY MOVEMENTS															ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS						
North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North		East		West		So
																			S	O	S	O	S	O	S
9	4	8	5	33	22	1	1		1	89	27	30	62	70	20	36	26	7	3						
23	21	19	21	133	57	14	8		7	326	91	28	235	72	55	157	78	36	19	4	1	2	5		7
59	40	24	36	189	86	13	18	3	11	536	175	33	361	67	110	232	129	65	10	2	66	9	5		10
20	21	9	13	144	125	4	15	8	4	390	78	20	312	80	46	158	154	32	1	1	1		1	1	2
23	20	10	7	195	186	12	11	14	10	531	84	16	447	84	56	227	220	28			-	2			
30	16	14	26	194	199	8	14	10	10	567	123	22	444	78	73	219	225	50	12			1	7	1	6
36	27	26	36	279	296	16	18	8	5	804	136	17	668	83	77	327	341	59	5	4	-	1	2	1	5
47	21	55	17	273	296	24	21	8	10	821	186	23	635	77	138	310	325	48	4		2 -	2	2	2	10
33	23	18	28	260	285	16	26	18	11	787	156	20	631	80	91	305	326	65	2	2	13 -	5	1	1	6
51	44	18	30	293	327	25	15	26	15	935	173	19	762	81	113	365	397	60	10	5	118 -		12		60
52	33	25	19	291	285	30	26	21	22	903	205	23	698	77	138	359	339	67	4	2	14 -	1	5	2	14
40	27	25	26	255	290	19	28	21	21	846	195	23	651	77	120	313	338	75	4		19 -	2	2	1	12
22	25	13	22	193	173	23	18	11	8	571	114	20	457	80	66	248	209	48	1		8 -	3	7	1	8
22	32	17	33	162	179	7	23	10	9	552	131	24	421	76	66	200	221	65	1		5	3		1	
11	16	12	12	112	118	10	10	5	4	333	64	19	269	81	38	130	139	26		3		3		3	3
23	[illegible]	18	30	95	97	8	21	4		336	114	34	222	66	63	112	110	51	3		8	6			
551	428	342	397	3411	3323	253	300	184	163	10260	2257	22	8003	78	1397	4068	3935	860	102		295			67	1
501	389	311	361	3101	3021	230	273	167	148	9327	2052	22	7275	78	1270	3698	3577	782							

Tabulated by B.Y.

Checked by

ner Ave St. is North and South

n Springs Hwy #21 St. is East and West

L.E. George

TRA 15

Mr. Brian L. Almquist
City Administrator
City Hall
Ashland, OR 97520

December 9, 1974

Dear Mr. Almquist:

This will acknowledge your letter dated December 2, 1974 requesting traffic signal warrant investigations at the intersections of Siskiyou Boulevard with Mountain Avenue and Walker Avenue and at the intersection of the Greensprings Highway and Walker Avenue.

Traffic signal investigations will be made at these three intersections and upon completion you will be advised of our findings.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

NOTED
L.E. GEORGE

AS/KDO/rlf

bc: L. E. George
George Thornton
Frank Charbonneau: Please arrange for manual counts and collision diagrams.

RECEIVED
DEC 10 1974
TRAFFIC ENGINEERING

ARCHIE C. FRIES Mayor
GERALD R. ALLEN Councilman
JAMES L. CONKLIN Councilman
ROLAND McCANNON Councilman
GARY PRICKETT Councilman
WILLIAM P. ROBLE Councilman
AUDREY H. SODERBERG Councilwoman
BRIAN L. ALMQUIST City Administrator

CITY OF ASHLAND

CITY HALL
ASHLAND, OREGON 97520
telephone (Code 503) 482-3211

December 2, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Or., 97470

S0011 (K)

Re: Traffic Signal Warrants

Dear Mr. Shirley:

It has been several years since the City of Ashland requested traffic signal warrant studies at three hazardous intersections in our City. Since that time, several notable changes have taken place in conditions affecting traffic flows at these locations, and I have been directed by the Ashland City Council to request your assistance in this regard.

1. Siskiyou Blvd (ORE99) and Mountain Avenue
   The closure of Palm Avenue from Siskiyou to Ashland Street has greatly increased flows on Mountain Avenue. In addition, the completion of the Ed/Psych. Building and new parking lot have further aggravated this problem. Mountain is also the primary access to Ashland High School.

2. Siskiyou Blvd (ORE99) and Walker Avenue
   The recent completion of TOPICS project T-5002(2), which insluced the widening of ORE99 to four lanes, and the extension of Woodland Drive to Walker, has added a substantial loading on Walker Avenue, at this intersection. This is a primary pedestrian crossing for school children, and is a real bottleneck at morning and afternoon rushhours.

3. Greensprings Hwy (ORE66) and Walker Avenue
   The recent completion of the widening of ORE66 from the I-5 Freeway to Normal to four lanes, together with the development of major commercial facilities on HWY66 have greatly increased pedestrian hazards for school children and for vehicles desiring to enter across HWY66 from Walker Avenue.

The Ashland Traffic Safety Commission has recommended the installation of traffic signals at each of these three locations. The City Council, in concurring with this recommendation, has requested that warrant studies again be conducted at the earliest possible date by the Oregon State Highway Division.

We appreciate your cooperation and are ready to assist you in any manner that we can.

Sincerely,

Brian L. Almquist
City Administrator

ih

#21

Val Johnson

FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 24, 1972

SUBJECT: Request for Review of
Ashland TOPICS Project Plans

To: Val Johnson
Traffic Control Engineer
SALEM

original filed Topics
Hwy 63
MP 20.+ - 20.9+

As per our telephone conversation January 24, 1972, I am attaching a copy of the City's request for our consideration of their concept of the Wightman-Walker Avenue TOPICS Project.

The P.C.C. curbed islands have been reduced to the point of ineffectiveness and would be more hazardous than standard left turn refuges of P.C.C. construction.

This office was advised last week that adult supervised school crossings have been approved by the Department of Education and the equipment has been given to the schools for the two intersections of Walker Avenue at ORE66 and ORE99.

Please complete your review of the City's plan and respond to the City.

Glen L. Clark
GLEN L. CLARK
Regional Traffic Engineer

GLC:cc
attach.
cc: Dick Unrein
Bill Brown

1-24-72
J H Versteeg

NOTED
L.E. GEORGE

1/26/72
Copy to Bladorn.

NOTED
TRAFFIC CONTROL
ENGINEER

JAN 2[illegible] 1972

NOTED
BRUCE TAYLOR

ENT OF PUBLIC WORKS
A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland
ASHLAND, OREGON
97520

December 30, 1971

Mr. Glen Clark
Oregon State Highway Division
Roseburg, OR 97470

Dear Glen,

Enclosed herewith are two copies of a plan which the Ashland City Council has agreed expresses their desires for improvement of Siskiyou Boulevard between Wightman Street and Walker Avenue under the TOPICS program.

You will note that the plan includes four travel lanes, sidewalks, and raised islands with center lighting.

The Council has expressed its willingness to meet with you at your convenience to discuss the plan further.

Very truly yours,

Al

Allen A. Alsing, P. E.
Director of Public Works

slk

Enc

cc Brian Almquist

Hwy 21

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 28, 1971

Mrs. Barbara Stubblefield
President, City Coordinating Council
  to Traffic & Safety Committee
62 East Main Street.
Ashland, OR 97520

Dear Mrs. Stubblefield:

This is in response to your letter of November 18 to the City of Ashland concerning the need for traffic signals at the intersection of the Green Springs Highway and Walker Avenue in Ashland.

The location you mentioned was investigated at the request of the City prior to your letter. The investigation revealed that existing conditions do not warrant installation of traffic signals; our Region office reported this to the City Council.

At that time, it was suggested that a schoolboy or adult-supervised crossing patrol be established. City and school officials are now working on this matter.

Your concern for traffic safety is appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

NOTED
L.E. GEORGE

PJ:lc

cc Brian L. Almquist
   City Manager, Ashland

bc R. L. Porter
   Tom Edwards
   L. E. George
   C. T. Keasey

NOTED
BRUCE TAYLOR

NOTED
TRAFFIC CONTROL
ENGINEER

NOTED DEC 29 1971
F. B. CRAND[illegible] [illegible] ENGINEERING

1981 Old Dry Creek-Ochoco Hwy. 9272
Sec. of Mill Creek Co. Rd.
(Oiling)

CdA 6979 11/21/80
6839 1/11/79

~~490~~ 595⁰⁰

AD 583

#595 returned on County

PE funds ~~to~~ be given up by

County - Held for Federal funds

7810⁰⁰ Federal funds to [illegible]

Transferred

1-27-80

133189

NB PE [illegible] Deposit

AD [illegible] - Const AD Deposit

133,691
977
[illegible]

①

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE 9-13-82

PURCHASE ORDER NUMBER

☐ PARTIAL ☒ FINAL

CODE

PRIOR REQUEST NUMBER

BILLING REQUEST NUMBER CA 384

CREDIT DISTRIBUTION

321.00	2,577.29
207-1987-296-00-000	$1,181.42
207-1047-296-00-000	1,395.87
207-1987 297-00-000	$1,181.42
207-1047-297-00-000	1,395.87

BILL TO:

Crook County Court
Courthouse
Prineville, Oregon 97754

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on Old Dry Creek Rd - Ochoco	
Hwy Section: SOS-0700(2)	
Total Project Cost	$197,609.51
Less: Federal Funds	-173,012.20
Less: County Share of Rock	-5,290.02
Less: Government Investment Pool #. 4741	-16,730.00
Amount Due	$2,577.29

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT: Ex.86 011

Harold Reynoldson PH: 1-800-452-7813 FOR CORRECTNESS OF CHARGES

OR Diane Galido PH: 1800-452-7813 Ex 85035 PREPARER OF INVOICE

Advance Deposit Amount	$ —
Advance Deposit Previously Transferred to Highway Fund	$ —
Balance	$ —
Transfer to Highway Fund	$ —
Refund Due	$ —

AMOUNT DUE $ 2,577.29

SUBMITTED BY
Diane Galido

APPROVED BY
V. E. [illegible]

9272

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 9-8-82

COUNTY CROOK **Contract No.** 9272 **Date Completed** 7-23-81

PROJECT # SOS-0700(2) **Section** Old Dry Creek Rd.-Ochoco Hwy. Section

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
P.E.	$ 3,303.48
Construction:	
Payment to Contractor	$143,817.86
SFO #1 Striping	589.25
SFO #2 Oil Aggregate by County	44,754.84
Engineering	5,144.08
	$194,306.03

Total Project Cost		$197,609.51
Less Federal Funds		173,012.20
Less County share of Rock ($197,609.51)(11.82)	=	5,290.02
REMAINING COUNTY RESPONSIBILITY		$ 19,307.29

To Accounting 9-9-82

Reference: Billing Form CC 82-16

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Old Dry Creek-Ochoco Highway Section County Road in Crook County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 1,958.67	
	Construction					
	Type Code 4221					
	Roadway (Sta. +00 To Sta. 281.40)					
	Formal Contract Payment Summary	Lump Sum			$143,756.60	
SFO	#1 Permanent Pavement Striping (State)	All Required			589.25	
SFO	#2 Furnishing oil aggregates and hauling (Crook Co.)	All Required			44,754.84	
	Total Participating Construction Engineering				$189,100.69	
	Construction Engineering					
	State	All Required			$ 5,144.08	
	Total Participating Project Cost				$196,203.44	
	Nonparticipating Cost					
	P.E. (State)	All Required			$ 1,344.81	
	Interest on Final Payment	All Required			61.26	
	Total Nonparticipating Project Cost				$ 1,406.07	
	Total Project Cost				$197,609.51	
	Prepared based on Participating Costs as shown on Federal Billing as of 5/13/82.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE

PROGRAM APPROVED Oregon

FEDERAL AID PROJECT NO.

VOUC006-0700(2)

From: 1/27/81 To: 3/4/81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 44,754.84	$ 44,784.84	88.18%	$ 39,464.82	$ 39,464.82	$ 0.00
3,303.48	1,958.67	88.18%	1,727.16	1,727.16	0.00
149,551.19	149,489.93	88.18%	131,820.22	131,820.22	0.00
$197,609.61	$196,203.44	88.18%	$173,012.20	$173,012.20	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		4/29/82

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
          207  1981    923      00 P 1
          207  1981    923      00 N 1                      118.24CR
          207  1981    950      00 P 1                                      817.57
                       TOT      P1                            1.80CR     52,321.69
                       TOT      N1                          118.24CR        231.02
                    ** JOB TOTALS **               **       120.04CR**   52,552.71  **

                                                                                   STATE
OLD DRY CRK OCHOCO HWY   CONT NO    * FA PROJ NOS SOS 700002 100                305.10CR
          207  1987    296      00                          1,156.41      1,816.96CR
          207  1987    296      00 N 9                                      305.10
          207  1987    297      00                                           89.80
          207  1987    297      00 N 9                      1,196.41CR    1,727.16
          207  1987    298      00 N 9                         27.64CR       76.15
          207  1987    901      00 P 1                         94.84         94.84
          207  1987    901      00 N 1                        300.04CR      156.81
          207  1987    905      00 P 1                        232.84        232.84
          207  1987    905      00 N 1                        987.25CR      747.51
          207  1987    910      00 P 1                      1,017.13      1,017.13
          207  1987    910      00 N 1                                       50.40
          207  1987    920      00 P 1                                      908.78
          207  1987    921      00 P 1                                       19.02
          207  1987    922      00 P 1


TOTAL TO DATE JOB COST SUMMARY                                  JUNE 1982      PAGE  617
                                                                  FISCAL       GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX   FUNCTION  GR  CURRENT MONTH  YEAR TO DATE   TO DATE
                                 207  1987   923      00 P 1                44.82CR
                                             TOT      00                 1,359.80CR    1,958.67
                                             TOT      P1                 1,344.81      1,344.81
                                             TOT      N1
                                          ** JOB TOTALS **      **          14.99CR**  3,303.48  **

                                                                                   STATE
DESCH R(TWIN BR RD)BRIDGE   CONT NO    * FA PROJ NOS BROS900005 100            14,484.62CR
          209  1902    296      00 N 9                                    2,140.00
          209  1902    297      00 N 9                                   12,344.62
          209  1902    298      00 N 9                                    4,609.63
          209  1902    901      00 P 1                                      448.96
          209  1902    905      00 P 1                                        4.20
          209  1902    906      00 P 1                                      138.27
          209  1902    910      00 P 1                                       10.00
          209  1902    914      00 P 1                                      633.13
          209  1902    918      00 P 1                                       14.38
          209  1902    920      00 P 1                                    1,272.49
          209  1902    921      00 P 1                                       74.48
          209  1902    922      00 P 1                                       26.58
          209  1902    923      00 P 1                                    1,532.07
          209  1902    926      00 P 1                                    6,666.81
          209  1902    927      00 P 1                                   16,430.[illegible]
                       TOT      P1
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TOTAL TO DATE JOB COST SUMMARY                                                     JUNE 1982        PAGE  282
                                                                                     FISCAL          GRAND TOTAL    ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE       TO DATE        BEG   END

                                                                                                                   STATE
  HARMONY RD@INTERNATIONAL WY   CONT NO        FA PROJ NOS X10 702004 100
                                    403    1026       598       00 N 9        91.98CR          296.00CR         296.00CR    81    82
                                    403    1026       903       00 P 1        91.98            296.00           296.00      81    82
                                                      TOT       P1            91.98            296.00           296.00
                                                      TOT       N9            91.98CR          296.00CR         296.00CR
                                                   ** JOB TOTALS **         **               **               **

                                                                                                                   STATE
  OLD DRY CRK RD-OCHOCO HWY     CONT NO      * FA PROJ NOS SOS 700002 100
                                    407    1048       598       00 N 9                        39,464.82CR      39,464.82CR   81    81
                                    407    1048       903       00 P 1                        39,464.82        39,464.82     81    81
                                                      TOT       P1                            39,464.82        39,464.82
                                                      TOT       N9                            39,464.82CR      39,464.82CR
                                                   ** JOB TOTALS **         **               **               **

                                                                                                                   STATE
  DESCHUTES CO PVMT MARKING     CONT NO      * FA PROJ NOS PMS 00S045 100
                                    409    1001       598       00 N 9                                          3,778.61CR   79    81
                                    409    1001       903       00 P 1                                          3,778.61     79    81
                                                      TOT       P1                                              3,778.61
                                                      TOT       N9                                              3,778.61CR
                                                   ** JOB TOTALS **         **               **               **

                                                                                                                   STATE
  DESCHUTES CO PVMT MARK #2     CONT NO      * FA PROJ NOS PMS 00S066 100
                                    409    1002       598       00 N 9                                          2,002.88CR   79    81
                                    409    1002       903       00 P 1                                          2,002.88     79    81
                                                      TOT       P1                                              2,002.88
                                                      TOT       N9                                              2,002.88CR
                                                   ** JOB TOTALS **         **               **               **

                                                                                                                   STATE
  GILLIAM CTY PVMT MK#2         CONT NO        FA PROJ NOS PMS 00S099 100
                                    411    1084       598       00 N 9                        1,893.37CR       7,081.79CR    80    81
                                    411    1084       903       01 P 1                                         5,188.42      80    81
                                    411    1084       903       02 P 1                        1,893.37         1,893.37      81    81
                                                      TOT       P1                            1,893.37         7,081.79
                                                      TCT       N9                            1,893.37CR       7,081.79CR
                                                   ** JOB TOTALS **         **               **               **

                                                                                                                   STATE
  PAVEMENT MARKING PROJ #3      CONT NO        FA PROJ NOS PMS 00S063 100
                                    420    1002       205       03 P 1                        2,165.24CR       2,165.24CR    82    82
                                    420    1002       270       03 P 1                        6,765.62         6,765.62      82    82
                                    420    1002       270       04 P 1                        6,032.17         6,032.17      82    82
                                    420    1002       270       05 P 1                        8,417.23         8,417.23      82    82
                                    420    1002       598       00 N 9                       19,049.78CR      19,049.78CR    82    82
                                                      TOT       P1                           19,049.78        19,049.78
                                                      TOT       N9                           19,049.78CR      19,049.78CR
                                                   ** JOB TOTALS **         **               **               **
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TOTAL TO DATE JOB COST SUMMARY JUNE 1982 PAGE 150

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	206	1058	950	00	P 1			141.28	78	80
	206	1058	985	00	P 1			110.67	78	78
			TOT		P1	65.94CR	3,289.75	275,870.18		
			TOT		P2			180,602.32		
			TOT		N1			1,671.51		
			** JOB TOTALS **			65.94CR**	3,289.75 **	458,144.01 **		
OLD DRY CRK-OCHOCO HWY	CONT NO 8567 * FA PROJ NOS OS 700001 100								STATE	
	207	1045	201	00	P 1		35,636.67CR	393,929.38	77	81
	207	1045	201	00	N 1		35,636.67	35,636.67	81	81
	207	1045	203	00	P 1			900.00CR	78	78
	207	1045	296	00	N 9		87,834.29CR	424,274.18CR	77	82
	207	1045	297	00	N 9		1,782.77	86,282.77	77	82
	207	1045	298	00	N 9		86,051.52	337,991.41	77	81
	207	1045	900	00	P 1		49,212.47CR	900.00	77	81
	207	1045	900	00	N 1		49,212.47	49,466.43	77	81
	207	1045	908	00	P 1		24.00CR		78	81
	207	1045	908	00	N 1		24.00	24.00	81	81
	207	1045	948	00	N 1		44.19	44.19	81	81
	207	1045	985	00	P 1		79.62CR		77	81
	207	1045	985	00	N 1		79.62	79.62	81	81
			TOT		P1		84,952.76CR	393,929.38		
			TOT		N1		84,996.95	85,250.91		
			** JOB TOTALS **			**	44.19 **	479,180.29 **		
OLD DRY CRK-OCHOCO HWY	CONT NO 9272 * FA PROJ NOS SOS 700002 100								STATE	
	207	1047	201	00	P 1		143,756.60	143,756.60	81	81
	207	1047	206	00	N 1		61.26	61.26	81	81
	207	1047	270	01	P 1		589.25	589.25	81	81
	207	1047	296	00				1,673.00CR	81	81
	207	1047	296	00	N 9		146,073.07CR	146,482.32CR	81	82
	207	1047	297	00				1,673.00	81	81
	207	1047	297	00	N 9		14,613.73	14,662.10	81	81
	207	1047	298	00	N 9		131,459.34	131,820.22	81	82
	207	1047	900	00	P 1		4,025.55	4,360.42	81	82
	207	1047	920	00	P 1			66.06	81	81
	207	1047	940	00	P 1		269.00	269.00	81	81
	207	1047	944	00	P 1		35.22	44.68	81	81
	207	1047	945	00	P 1		255.52	267.52	81	82
	207	1047	946	00	P 1		114.33	114.33	81	81
	207	1047	948	00	P 1		22.07	22.07	81	82
			TOT		00					
			TOT		P1		149,068.04	149,489.93		
			TOT		N1		61.26	61.26		
			** JOB TOTALS **			**	149,129.30 **	149,551.19 **		
OLD COAST HWY-BOAT BASIN	CONT NO 8715 * FA PROJ NOS OS 800001 100								STATE	
	208	1062	201	00	P 1			241,800.19	78	79

002

600

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

06/30/82

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
201-1007	1	SOS -0100-002	165,710.00	107,847.23	107,670.39	85.77	92,348.89	92,336.68		12.21
201-1966	1	SOS -0100-002	10,290.00	11,482.00	11,477.70	85.77	9,844.42	9,844.42		
		PROJ TOTALS	176,000.00	119,329.23	119,148.09		102,193.31	102,181.10		12.21
202-1099	1*	SOS -0200-001	189,923.83	215,586.53	215,381.98	88.18	189,923.83	189,923.83		
>402-1006	1*	SOS -0200-001	10,970.51	10,970.51	10,970.51	100.00	10,970.51	10,970.51		
202-1953	1*	SOS -0200-001	3,068.38	3,479.68	3,479.68	88.18	3,068.38	3,068.38		
>402-1966	1*	SOS -0200-001	13,352.26	13,352.26	13,352.26	100.00	13,352.26	13,352.26		
		PROJ TOTALS	217,314.98	243,388.98	243,184.43		217,314.98	217,314.98		
>203-1959	1	SOS -0300-005	18,300.00	18,298.23	18,287.08	85.80	15,690.31	12,896.86		2,793.45
>403-1906	1	SOS -0300-005	500.00	340.19	340.19	100.00	340.19	340.19		
		PROJ TOTALS	18,800.00	18,638.42	18,627.27		16,030.50	13,237.05		2,793.45
203-1978	1*	SOS -0300-007	13,257.50	15,071.39	15,034.59	68.18	13,257.50	13,257.50		
203-1028	1	SOS -0300-008	77,257.00	83,010.07	79,618.94	85.77	68,289.16	68,269.24		19 92
203-1980	1	SOS -0300-008	4,448.00	4,885.34	4,738.52	85.77	4,064.23	4,064.23		
>403-1908	1	SOS -0300-008	4,000.00	3,513.67	3,513.67	100.00	3,513.67	3,513.67		
203-2635	1	SOS -0300-008	8,575.00	10,256.26	10,256.26	85.77	8,796.79	8,575.00	221 79 B	
		PROJ TOTALS	94,280.00	101,665.34	98,127.39		84,663.85	84,422.14	221.79	19.92
205-1090	1*	SOS -0500-001	415,532.89	601,601.12	484,473.46	85.77	415,532.89	415,532.89		
205-1090	2*	SOS -0500-001				85.77				
		PROJ TOTALS	415,532.89	601,601.12	484,473.46		415,532.89	415,532.89		
305-1091	1*	SOS -0504-001	54,407.19	64,346.05	63,433.82	85.77	54,407.19	54,407.19		
306-1936	1*	SOS -0504-001	10,092.81	11,767.30	11,767.30	85.77	10,092.81	10,092.81		
		PROJ TOTALS	64,500.00	76,113.35	75,201.12		64,500.00	64,500.00		
>206-1058	1	SOS -0600-001	209,425.00	270,393.00	275,870.18	76.94	212,254.52	209,425.00	2,829.52 B	
206-1939	1	SOS -0600-001	5,575.00	6,711.25	6,493.75	85.80	5,571.64	5,571.64		
		PROJ TOTALS	215,000.00	277,104.25	282,363.93		217,826.16	214,996.64	2,829.52	
207-1047	1*	SOS -0700-002	131,820.22	149,551.19	149,489.93	88.18	131,820.22	131,820.22		
>407-1048	1*	SOS -0700-002	39,464.82	39,464.82	39,464.82	100.00	39,464.82	39,464.82		
207-1987	1*	SOS -0700-002	1,727.16	3,303.48	1,958.67	88.18	1,727.16	1,727.16		
		PROJ TOTALS	173,012.20	192,319.49	190,913.42		173,012.20	173,012.20		
209-1010	1*	SOS -0900-002	49,597.16	57,871.28	57,805.55	85.80	49,597.16	49,597.16		
209-1018	1*	SOS -0900-003	199,204.36	242,009.63	225,906.51	88.18	199,204.36	199,204.36		

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TOTAL TO DATE JOB COST SUMMARY                                              JULY 1982        PAGE  151

                                                                              FISCAL         GRAND TOTAL     ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX        FUNCTION  GR  CURRENT MONTH   YEAR TO DATE     TO DATE        BEG   END

  GAYLORD BRIDGE                 CONT NO 8757   FA PROJ NOS SOS 600001 100 BROS600001                            STATE
                                     206   1058     201      00 P 1                                253,090.50     78    80
                                     206   1058     201      00 P 2                                163,142.60     79    79
                                     206   1058     203      00 P 1                                  3,600.00CR   79    79
                                     206   1058     260      02 P 1                                  4,836.20     81    81
                                     206   1058     286      01 P 1                                    240.45     79    79
                                     206   1058     286      01 N 1                                    111.05     79    79
                                     206   1058     296      00 N 9                                447,645.00CR   78    81
                                     206   1058     297      00 N 9                                 99,400.00     78    78
                                     206   1058     298      00 N 9                                348,245.00     78    81
                                     206   1058     900      00 P 1                                 16,955.30     78    82
                                     206   1058     900      00 P 2                                 17,445.65     79    80
                                     206   1058     900      00 N 1                                  1,560.46     78    81
                                     206   1058     900      03 P 1                                    393.36     82    82
                                     206   1058     920      00 P 1                                     34.00     78    78
                                     206   1058     920      00 P 2                                     14.07     79    79
                                     206   1058     944      00 P 1      164.78          164.78        982.41     81    82
                                     206   1058     945      00 P 1                                     11.70     81    81
                                     206   1058     946      00 P 1      424.14          424.14      3,263.23     81    82
                                     206   1058     950      00 P 1                                    141.28     78    80
                                     206   1058     985      00 P 1                                    110.67     78    78
                                                    TOT      P1          588.92          588.92    276,459.10
                                                    TOT      P2                                    180,602.32
                                                    TOT      N1                                      1,671.51
                                                 ** JOB TOTALS **        588.92  **      588.92  **  458,732.93  **

  OLD DRY CRK-OCHOCO HWY         CONT NO 8567 * FA PROJ NOS OS  700001 100                                        STATE
                                     207   1045     201      00 P 1                                393,929.38     77    81
                                     207   1045     201      00 N 1                                 35,636.67     81    81
                                     207   1045     203      00 P 1                                    900.00CR   78    78
                                     207   1045     296      00 N 9                                424,274.18CR   77    82
                                     207   1045     297      00 N 9                                 86,282.77     77    82
                                     207   1045     298      00 N 9                                337,991.41     77    81
                                     207   1045     900      00 P 1                                    900.00     77    81
                                     207   1045     900      00 N 1                                 49,466.43     77    81
                                     207   1045     908      00 N 1                                     24.00     81    81
                                     207   1045     948      00 N 1                                     44.19     81    81
                                     207   1045     985      00 N 1                                     79.62     81    81
                                                    TOT      P1                                    393,929.38
                                                    TOT      N1                                     85,250.91
                                                 ** JOB TOTALS **                **              **  479,180.29  **

  OLD DRY CRK-OCHOCO HWY         CONT NO 9272 * FA PROJ NOS SOS 700002 100                                        STATE
                                     207   1047     201      00 P 1                                143,756.60     81    81
                                     207   1047     206      00 N 1                                     61.26     81    81
                                     207   1047     270      01 P 1                                    589.25     81    81
```

7272

2.

November 12, 1981

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9272

Gentlemen:

On November 5, 1981, we wrote to you concerning release of final payment on Contract No. 9272 awarded to R. L. Coats for oiling on Old Dry Creek Road-Ochoco Highway in Crook County.

Final payment on this contract is $3,995.05 and the total contract amount is $143,756.60. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
Dale Allen

9272

11-5-81

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
F. E. Ward, Inc. No. 9187	Mohler Overflow Bridge Tillamook County	Oct. 8, 1981
Hertz Electric, Inc. No. 9193	Oak St. & Airport Rd. (Lebanon) Linn County	Oct. 8, 1981
Steeck Electric Co. No. 9211	Ore.Coast Hwy.@ 6th St. (Gold Beach) Curry County	Oct. 27, 1981
Hamilton Electric, Inc. No. 9232	Scholls Hwy.@ SW Nimbus Ave. Washington County	Oct. 27, 1981
Rock Process, Inc. No. 9324	Austin Rock Production Grant County	Oct. 27, 1981
Dales Sand & Gravel Co., Inc. No. 9100	Middlebrook St.-Pac. Hwy. West (Newberg) Yamhill County	Oct. 27, 1981
Hamilton Elect., Inc. No. 9089	2nd St. & 3rd St. Signal Impr. (The Dalles) Wasco County	Oct. 29, 1981
Hertz Electric, Inc. No. 9199	Oswego Hwy. @ Marylhurst Dr. (W. Linn) Clackamas County	Oct. 30, 1981
Wildish Medford Construction Co. No. 9234	Pac. Hwy.-Main Ave. (Canyonville) Douglas County	Oct. 30, 1981
R. A. Hatch Co. No. 9305	McKenzie Hwy. @ Goodpasture Rd. Lane County	Oct. 30, 1981
R. L. Coats No. 9272	Old Dry Cr. Rd.-Ochoco Hwy. Crook County	Oct. 30, 1981
Douglas S. Coats, Inc. No. 9221	Powder River (Broadway Ave.) Bridge Baker County	Oct. 30, 1981

November 5, 1981

C. T. Keasey
Asst. State Highway Engineer

19272

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Old Dry Creek Rd. - Ochoco Hwy.

WEEK ENDING: Sept 5 - 81

SECTION PREFIX: 207 - 1047

HIGHWAY: mill Cr. Co. Rd.

COUNTY: Crook

NAME OF JOB: Old Dry Creek Rd. - Ochoco Hwy.

KIND OF WORK: oiling

CONTRACTOR: R. L. Coats.

CONTRACT NUMBER: 9272

FEDERAL AID PROJECT NUMBER: SOS-0700(2)

DATE OF CONTRACT: April 6, 1981

DATE WORK STARTED: July 6 - 81

~~ESTIMATED~~ COMPLETION DATE: July 23 - 81

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 98

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 82

PROJECT AUTHORIZATION: $ 183 801.90

EXCLUSIVE OF ENGINEERING: $ 169 227.30

ENGINEERING AUTHORIZATION: $ 14,574.60

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 193 712

ENGINEERING COST TO DATE: $ 4000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 5 %

PERCENT OF AUTHORIZATION: 27 %

DATE PROJECT WAS COMPLETED: July 23 - 81.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				1000			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				5.12	
MILES PARTIALLY COMPLETED				5.12	
MILES COMPLETED				5.12	
TOTAL ESTIMATED QUANTITIES (CONTRACT)				4362	
TOTAL QUANTITIES CORRECTED TO DATE				4479	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				4479	
AVERAGE DAILY QUANTITIES				0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				0	
NUMBER OF SHIFTS PER DAY				0	
HOURS PER SHIFT				0	

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Aug SUNDAY 30	FAIR	0		PRoject Completed.
MONDAY 31	FAIR	0		
Sept TUESDAY 1	Fair	0		
WEDNESDAY 2	Fair	0		
THURSDAY 3	Fair	0		
FRIDAY 4	Fair	0		
SATURDAY 5		0		

RECEIVED
SEP 8 1981
CONSTRUCTION BRANCH
ASHE K
CAE
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CCE
SCS
CM
CA
LE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Submitted to Region

This is The Last Weekly Report

SIGNED W. W. Robertson LOCATION Bend.
by Tom Ugarin

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9272

2.

CON 5

DATE: July 15, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
SOS-0700(2)

Contract 9272, Work Started 7-7-81

Project Old Dry Cr. Rd.-Ochoco Hwy.

Highway Mill Cr. Co. Rd.

County Crook

RDC:bk

cc: R. D. Church

9272

STATE COPY

TO BE COMPLETED BY FHWA 6-9	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 5-27-81	STATE OREGON COUNTY CROOK PROJECT NO. SOS-0700(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Old Dry Creek - Ochoco Highway

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-27-81	5.14
RIGHTS-OF-WAY		
CONSTRUCTION	3-4-81	5.121
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 249,600.00	$ 220,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXBy For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAY 27 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon April 29, 1981

Federal Aid Project
No. SOS-0700(2)

Old Dry Creek - Ochoco Highway Section
County Road in Crook County

PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering		All Required	$ 10,000.00

Type Code 4221
Roadway (Sta. 11 + 00 to Sta. 281+40)

Mobilization		All Required	$ 4,000.00
Temporary Protection and Direction of Traffic		All Required	2,000.00
Temporary Signs	194 Sq. Ft.	5.00	970.00
Temporary Barricades	2 Each	50.00	100.00
Flagmen	160 Hour	20.00	3,200.00
Pilot Car	80 Hour	25.00	2,000.00
CRS-2 Asphalt in Asphalt Macadan	420 Tons	198.00	83,160.00
Hauling and Placing Aggregate	4,362 Cu. Yd.	5.00	21,810.00
			$ 117,240.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,200.00
County Furnished Aggregate	All Required	43,500.00
		$ 44,700.00

SUBTOTAL	$ 161,940.00
Engineering	21,861.00
TOTAL	$ 183,801.00

Length of Project ------------------- 5.121 mile
Cost of Roadway Per Mile ------------$35,891.62

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 10,000.00	$ 8,810.00	$ 1,190.00
Roadway	183,801.00	162,075.00	21,726.00
SUBTOTAL	$193,801.00	$170,885.00	$ 22,916.00
Reserve	55,799.00	49,115.00	6,684.00
TOTAL	$249,600.00	$220,000.00	$ 29,600.00

Group	1-100%
Contract No.	9272
Prefix	207-1987
Prefix	207-1047

9272

March 27, 1981

ACC

Crook County Court
Courthouse
Prineville, Oregon 97754

Attn: Honorable Dick Hoppes
County Judge

Gentlemen:

On March 26, 1981 the Highway Division received a satisfactory bid from R. L. Coats, 63285 Skyline Ranch Road, Bend, Oregon 97701, Phone 382-5368, for the Old Dry Creek-Ochoco Highway Section on Mill Creek Road.

This is an OFF SYSTEM project No. SOS-0700(2). By using the contractor's bid the County's advance deposit will be:

Contractor's Bid	$117,240.00
Pavement Striping	1,200.00
SUBTOTAL	$118,440.00
4 1/2% Contingencies	5,329.80
9% Engineering	10,659.60
* Estimated Construction Cost	$134,429.40
Estimated P.E. Costs	5,000.00
Estimated Project Cost	$139,429.40
Less Federal Funds (88% of $139,429.40)	122,697.87
COUNTY SHARE	$ 16,731.53

By rounding, the Counties advance deposit will be $ 16,730.00

We will award the contract when we receive your advance deposit, which should arrive no later than April 17, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Rec'd 4-6-81 Informed Skoog & Awarded Contract

Informed John Hagedorn

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment
* Does not include $43,500.00 for County Furnished Aggregates.

bcc w/AD # 880: John Hagedorn, Region 4 Federal Aid Engineer
Vern Skoog - Please return completed AD # 880 when advance deposit is received.

[illegible] Creek - Ochoco Highway Programming Estimate $

Highway Mill Creek Co Rd. Project Length 5.12

County Crook Completion Time

9272

Kind of Work Oiling Est. Comp. Date

Prefix 207-1987-921 Letting Date March 26, 81 Project No. SOS-0700(2)

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 2-12-81

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
Industrial Engineers

Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs

Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Engr.
Traffic Signal Unit
Traffic
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 4]
District Number
Resident Engineer

ATTENTION: John Hagedorn

FROM: Proj. Mngt.

COMMENTS: Please inform the county. John the county will still have to make the advance deposit even tho they will be reimbursed more.

Form 731-0022 (6-80) SP*71282-734

ONSTRUCTION AUTHORIZATION

Contract Amount . . . . $ 148,119.00

1,200.00

43,500.00

County to be reimbursed as this item is used

$ 1,200.00

Subtotal	$	149,319.00
Contingencies (4-1/2%)		6,719.36
Engineering (8, [✓ 9], 10%)		13,438.71
Subtotal	$	169,477.07
Credit for		
Estimated Net Authorization, Construction	$	169,477.07
Est. P.E. Costs		5,000.00
Total		174,477.07
Less Federal Funds (88% 174,477.07)		153,539.82
Est. County share		20,937.25

APPROVED

Road Design Engineer

Rev. 3/81

Section Old Dry Creek - Ochoco Highway
Programming Estimate $
Highway Mill Cre k Co Rd.
Proj Length 5.12
County Crook
Completion Time
Kind of Work Oiling
Est. Comp. Date
Prefix 207-1987-921 Letting Date March 26, 81 Project No. SOS-0700(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 148,119.00

Anticipated Additional Items:

Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping.	1,200.00
Temporary Pavement Striping.	
Remove Pavement Striping (Exist. & Temp.) . . .	
Temporary Erosion Control	
County ~~State~~ Furnished Aggregates	43,500.00
Roadside Seeding & Mulching	
Asphalt Cement Adjustment.	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing (Engineering)	
"OPTICOM" Testing (Engineering)	
Bikeway Signs	

County to be reimbursed as this item is used

$ 1,200.00

Adjust Utilities:

Subtotal	$ 149,319.00
Contingencies (4-1/2%)	6,719.36
Engineering (~~8~~, [✓ 9,] 1~~0~~%)	13,438.71
Subtotal	$ 169,477.07
Credit for	
Estimated Net Authorization, Construction	$ 169,477.07
Est. P.E. Costs	5,000.00
Total	174,477.07
Less Federal Funds (88% × 174,477.07)	153,539.82
Est. County share	20,937.25

APPROVED

Road Design Engineer

Rev. 3/81

tion Old Dry Creek Rd. - Ochoco Hwy. Sec. County Crook

nd Of Work O. Ling Length ~~5.14~~ 5.12 Name Bill Bergstedt

Item	Code	Unit	Quant.	Unit Cost	2-5-81 8. Total
Mobilization	(6%)	All	All	—	8,400
Temporary Protection and Direction of Traffic		All	All	—	3,629
Temporary Signs		Sq. Ft.	194	6^{00}	1,164-
Temporary Barricades		Each	2	125^{00}	250-
Flagmen		Hour	160	26^{00}	4,160-
Pilot Car		Hour	80	35^{00}	2,800-
Roadwork					
CRS-2 Asphalt in Asphalt Macadam		Tons	420	221^{00}	92,820-
Hauling and Placing Aggregates		Cu. Yd.	4,362	8^{00}	34,896-

Section Old Dry Creek - Ochoco Highway
Programming Estimate $
Highway Mill Creek Co. Rd
Project Length 5.12
County Crook
Completion Time 120 Calendar days
Kind of Work Oiling
Est. Comp. Date 8-24-81
Prefix 207- 1987-921
Letting Date March 26, 81
Project No. SOS-0700(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 148,119 00

Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,200	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
County ~~State~~ Furnished Aggregates	$ 43,500	$ 44,700 00
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
Adjust Utilities:		

Subtotal	$ 192,819 00
Contingencies (4-1/2%)	8,676 86
Engineering (~~8~~, [✓ 9], ~~10~~%)	17,353 71
Subtotal	$ 218,849 57
Credit for	
Estimated Net Authorization, Construction	$ 218,849 57

APPROVED

Road Design Engineer

Rev. 3/81

SUMMARY--BID SCHEDULE--COST ESTIMATE Date 2/4/81

tion Old Dry Creek Rd. - Ochoco Hwy. Sec. County Crook

nd Of Work O.ling Length ~~5.14~~ 5.12 Name Bill Bergstedt

2-5-81 8.

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization	(6%)	All	All	–	8,400
Temporary Protection and Direction of Traffic		All	All	–	3,629 –
Temporary Signs		Sq. Ft.	194	6^{00}	1,164 –
Temporary Barricades		Each	2	125^{00}	250 –
Flagmen		Hour	160	26^{00}	4,160 –
Pilot Car		Hour	80	35^{00}	2,800 –
Roadwork					
CRS-2 Asphalt in Asphalt Macadam		Tons	420	221^{00}	92,820 –
Hauling and Placing Aggregates		Cu. Yd.	4,362	8^{00}	34,896 –

1272 3-4-81 L.

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-0700(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Crook

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90077

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/4/81

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Old Dry Creek - Ochoco Highway

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 2/23/81 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
APR 7 '81
REFER TO Moehring
FOR
Info | File

14. DATE 3/4/81

15. SIGNATURE OF APPROVING OFFICIAL G K

16. TITLE Acting Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Old Dry Creek - Ochoco Highway Programming Estimate $ ______
Highway Mill Cre Co Rd. Proje Length 5.12
County Crook Completion Time ______
9272
Kind of Work Oiling Est. Comp. Date ______
Prefix 207-1987-921 Letting Date March 26, 81 Project No. SOS-0700(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 2-9-81

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
Industrial Engineers

Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs

Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Engr.
Traffic Signal Unit
Traffic
Transportation Policy & Program Development
Travel Information
Utilities
~~Metropolitan~~
[✓ Region Number 4]
District Number ____
Resident Engineer ____

ATTENTION:
Jon Hagedorn

FROM:
Proj. Mngt.

COMMENTS
Please infor the county.

Form 731-0022 (6-80) SP*71282-734

soc 2-12-81

Contract Amount	$ 148,119.00
1,200	
21,524.51	$ 22,724.51
Subtotal	$ 170,843.51
Contingencies (4-1/2%)	7,687.96
Engineering (~~8~~, [✓ 9], ~~10~~%)	15,375.92
Subtotal	$ 193,907.39
Credit for ______	
Estimated Net Authorization, Construction	$ 193,907.39
Est. P.E. Costs	5,000.00
Project Cost	198,907.39
Less Federal Funds (88% of 198,907.39)	175,038.50
Est. County share of costs	$ 23,868.89

APPROVED

______
Road Design Engineer

Rev. 3/81

Section Old Dry Creek - Ochoco Highway
Programming Estimate $
Highway Mill Creek Co Rd.
Project Length 5.12
County Crook
Completion Time
Kind of Work Oiling
Est. Comp. Date
Prefix 207-1987-921
Letting Date March 26, 81
Project No. SOS-0700(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 148,119 00

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	1,200	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
County ~~State~~ Furnished Aggregates	21,524 51	$ 22,724 51
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
Adjust Utilities:		
. . . .		
. . . .		
. . . .		
. . . .		
. . . .		

Subtotal	$ 170,843 51
Contingencies (4-1/2%)	7,687 96
Engineering (~~8~~, [✓ 9], 1~~0~~%)	15,375 92
Subtotal	$ 193,907 39
Credit for	
Estimated Net Authorization, Construction	$ 193,907 39
Est. P.E. Costs	5,000.00
Project Cost	198,907 39
Less Federal Funds (88% of 198,907 39)	175,038.50
Est. County share of Costs	* 23,868.89

APPROVED

Road Design Engineer

Rev. 3/81

Sheet ____ of ____

SUMMARY--BID SCHEDULE--COST ESTIMATE

Date 2/4/81

.tion Old Dry Creek Rd. - Ochoco Hwy. Sec.

County Crook

nd Of Work Oiling

Length ~~5.14~~ 5.12

Name Bill Bergstedt

2-5-81 8

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization	(6%)	All	All	—	8,400
Temporary Protection and Direction of Traffic		All	All	—	3,629—
Temporary Signs		Sq. Ft.	194	6^{00}	1,164—
Temporary Barricades		Each	2	125^{00}	250—
Flagmen		Hour	160	26^{00}	4,160—
Pilot Car		Hour	80	35^{00}	2,800—
Roadwork					
CRS-2 Asphalt in Asphalt Macadam		Tons	420	221^{00}	92,820—
Hauling and Placing Aggregates		Cu. Yd.	4,362	8^{00}	34,896—

```
                                                                                              817.67
                          207    1981     [illegible]     00 P 1                           52,323.49
                                          TOT        P1                                       349.26
                                          TOT        N1                                    52,672.75  **
                                        ** JOB TOTALS **             **              **

                                                                                                     STATE
 OLD DRY CRK OCHOCO HWY     CONT NO       FA PROJ NOS SOS 700002 100
                          207    1987     910        00 P 1                   977.20       957.42
                          207    1987     923        00 P 1                    29.88        29.88
                                          TOT        P1                     1,007.08       987.30
                                        ** JOB TOTALS **             **     1,007.08  **   987.30  **

                                                                                                     STATE
 DESCH R(TWIN BR RD)BRIDGE  CONT NO       FA PROJ NOS BROS900005 100   590.25CR   5,390.63CR     9,790.87CR
                          209    1902     296        00 N 9                                  2,140.00
                          209    1902     297        00 N 9
```

```
TOTAL TO DATE JOB COST SUMMARY                                        DECEMBER 1980      PAGE  595
                                                                          FISCAL          GRAND TOTAL
                                                                       YEAR TO DATE        TO DATE
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX    FUNCTION   GR   CURRENT MONTH
                                                                 590.25        5,390.63        2,650.87
                                209   1902    298      00 N 9                  2,856.69        4,234.60
                                209   1902    901      00 P 1                    384.45          384.45
                                209   1902    905      00 P 1                      4.20            4.20
                                209   1902    906      00 P 1                                    138.27
                                209   1902    910      00 P 1                    555.33          555.33
                                209   1902    918      00 P 1                                     14.35
                                209   1902    920      00 P 1                      5.01            5.01
                                209   1902    922      00 P 1                     26.58           26.58
                                209   1902    923      00 P 1                    808.94        1,532.07
                                209   1902    926      00 P 1                  2,771.29        2,771.29
                                209   1902    927      00 P 1        385.00    7,412.49        9,716.15
                                              TOT      P1            385.00    7,412.49        9,716.15
                                            ** JOB TOTALS **         385.00 ** 7,412.49 **     9,716.15  **

                                                                                                     STATE
 L DESCH R(MATSEN RD)BRIDG  CONT NO       FA PROJ NOS BROS900004 100   2,506.23CR   6,386.12CR   11,407.70CR
                                209   1903    296      00 N 9                                  2,290.00
                                209   1903    297      00 N 9      2,506.23        6,386.12        9,117.70
                                209   1903    298      00 N 9                      1,982.66        3,900.92
                                209   1903    901      00 P 1                      2,421.11        2,421.11
                                209   1903    905      00 P 1        742.91             .90             .90
                                209   1903    905      00 N 1           .90            6.00            6.00
                                209   1903    906      00 P 1                        631.31          631.31
                                209   1903    918      00 P 1                                         14.35
                                209   1903    920      00 P 1         30.21           30.21           30.21
                                209   1903    922      00 P 1                      1,194.94        2,450.59
                                209   1903    926      00 P 1                      2,969.88        2,969.88
                                209   1903    927      00 P 1      1,141.79        9,236.11       12,424.37
                                              TOT      P1          1,914.91             .90             .90
                                              TOT      N1               .90
                                            ** JOB TOTALS **       1,915.81 **     9,237.01 **    12,425.27  **
```

9272

2001

Salem, Oregon 97310

Prefix 207-19E7

Attention: Right-of-Way Section

2-3-81

Subject: Federal Aid Project No.
Project Name Old Dry Creek - Ochoco Hwy
Mill Creek County Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Prineville, Oregon, this 3rd day of February, 1981

County of Crook

Hopper
County Judge/Chairman

Frances Burgess
Commissioner

Melvin H Lambert
Commissioner

Certified By:

Howard Brainerd
Regional Right-of-Way Supervisor
Date February 4, 1981

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

```
                                      ** JOB TOTALS **                      **            **      52,672.75  **

                                                                                                              STATE
OLD DRY CRK OCHOCO HWY        CONT NO      FA PROJ NOS S?S 700002 100
                                  2?7   1987    9?5     ?? P 1          67.20            67.20          67.20
                                  [illegible] [illegible] [illegible] [illegible] P 1   29.83   1,0[illegible]   [illegible]
                                  207   1987    923     ?? P 1                          ?9.83         [illegible]
                                                TOT     P1              97.03         1,104.11       1,0?4.33
                                         ** JOB TOTALS **               97.03  **     1,104.11  **   1,0[illegible]  **

                                                                                                              STATE
DESCH R(TWIN BR RD)BRIDGE     CONT NO      FA PROJ NOS [illegible]0005 100
                                  [illegible] 1?02  2?6  ?? N 9         122.05CR      5,512.63CR     9,91?.??CR
                                  [illegible] 1??2  2?7  ?? N 9                                      2,1[illegible]
                                  [illegible] [illegible] [illegible] ?? N 9   122.05  5,512.?3    [illegible]
                                  209   1902    901     00 P 1                        2,8?5.69       4,[illegible]
                                  209   1902    905     00 P 1                          384.45         384.45
                                  [illegible] [illegible] [illegible] 00 P 1              4.20           4.20
                                  2?9   1902    910     00 P 1                                       1[illegible]
                                  209   1902    914     00 P 1          10.00            10.00          10.00
                                  [illegible] [illegible] 918  00 P 1   77.?0           633.13         633.13
                                  2?9   1902    920     00 P 1                                       [illegible]
                                  209   1902    921     00 P 1         155.60           155.60         155.60
                                  [illegible] [illegible] [illegible] ?? P 1   38.02     43.03          43.03
                                  209   1902    923     00 P 1                        [illegible]    [illegible]
                                  209   1902    926     00 P 1                          803.94       1,5[illegible]
                                  [illegible] [illegible] [illegible] ?? P 1  ?46.21  3,417.50       3,[illegible]
                                                TOT     P1             927.63         8,340.12       1?,[illegible]
                                         ** JOB TOTALS **              927.63  **     8,340.12  **  10,643.78  **



TOTAL TO DATE JOB COST SUMMARY                                               JANUARY 1981        PAGE  622
                                                                                FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE     TO DATE
                                                                                                              STATE
  L DESCH R(MATSEN RD)BRIDG   CONT NO      FA PROJ NOS [illegible]0004 100
                                  [illegible] 19?3  [illegible] [illegible]     821.80CR      7,207.92CR    12,[illegible]CR
                                  209   1903    2?7     00 N 9                                       2,[illegible]
                                  209   1903    298     00 N 9         821.80         7,207.92       9,[illegible]
                                  [illegible] [illegible] 901  00 P 1                 1,9?2.66       3,[illegible]
                                  [illegible] [illegible] [illegible] ?? P 1   131.68  2,552.??      2,552.?9
                                  209   1903    [illegible]  ?? N 1                       .90            .90
                                  [illegible] [illegible] [illegible] ?? P 1                6.?0           6.?0
                                  [illegible] [illegible] 914  00 P 1     5.40             5.40           5.40
                                  209   1903    918     00 P 1          77.80           709.11         709.11
                                  2?9   19?3    9?0     ?? P 1                           68.23         [illegible]
                                  209   1903    922     00 P 1          38.02         1,194.94       2,[illegible]
                                  2?9   1?03    9?6     ?? P 1       2,7??.81         5,[illegible]  [illegible]
                                  [illegible] [illegible] 9?7  ?? P 1   3,043.71      12,2?9.??      15,[illegible]
                                                TOT     P1                                 .90           [illegible]
                                                TOT     N1
                                         ** JOB TOTALS **            3,043.71  **    12,280.72  **  15,468.98  **
```

9272 1-27-81 L.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-0700(2)

STATE PROJECT NO. See below

FROM:
E. J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90077

COUNTY NAME Crook

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 5 '81
REFER TO McKinney
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
1/27/81	1/27/81	Non Federal aid
		STATE ROUTE NUMBER
		County Road

GENERAL LOCATION:

Old Dry Creek - Ochoco Highway Section

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $10,000 - F.F. $8,810
☒ OTHER *(Specify)* Program change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12/11/80 I approve the program change adding construction to the subject project.

Also, as requested in Mr. Swan's letter of 12/11/80 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $239,600 Federal Funds $211,190 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/27/81	D K H	for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

9272

OLD DRY CREEK ROAD-OCHOCO HIGHWAY
MILL CREEK ROAD
COUNTY ROAD NO. 507
SOS-0700 (2)
Crook County

LOCATION NARRATIVE

The project begins at the junction of Old Dry Creek Road (Sta. 11+00), traverses southerly on Mill Creek Road 5.12 miles to the junction with the Ochoco Highway (Sta. 281+40). The project limits are the same as for project SOS-0700 (1), completed in 1978.

Background:

Project SOS-0700(1) consisted of grading, placing 10" of aggregate base and 2" of aggregate leveling course to a final top width of 28 feet. The typical section also showed future final stages of 3" aggregate level course and 5" cold mix A.C. Shortly after completion of this project, Crook County requested another SOS project to pave this section. The State Highway Engineer approved the project 2-12-79 in the amount of $305,000. total funds, with $36,600. as the County share.

In March of 1979 word was received from the Salem Local Government Section that the SOS funds were exhausted. Due to the uncertainty of obtaining SOS monies, the County shot a binder course to better preserve the integrity of the recently placed base rock.

There now has been enough funds garnered through the relinquishment of jobs (funds) by other Local Governments that this project can now be funded. However, the County now cannot fund a project of such dimension and has requested an oil mat, at lesser cost.

In October, 1980 FHWA representatives, along with our surfacing designer, Clarence Gregg, inspected the project and approved the placing of a DO-9 oil mat in lieu of the future stages previously mentioned. This decision was arrived at primarily because the logging operations in the area are non-existent at this time and will not resume for several years. Apparently only light traffic will prevail for the most part. On January 9, 1981 Dave Carter, FHWA Area Engineer, verified the above to J. R. Hagedorn, Region Federal Aide Engineer.

Location details:

It is proposed to place a DO-9 oil mat, as per the enclosed table of details, over the existing binder course, to a width of 22 ft. Three foot aggregate shoulders will complete the typical section. County forces will pull in the existing aggregate to form the shoulders, adding material if necessary.

Crook County will furnish the aggregate which will be located at a stockpile site four miles north of the Mill Creek Road/Ochoco Highway junction. The aggregates are being produced by a private contractor under a contract let in 1980 by Crook County.

The County will receive federal participation (88% reimbursement) for their actual cost of the aggregates, and for the loading, hauling, and stockpiling (rough) thereof.

The contract work of the actual oiling is estimated to be approximately $160,000., including engineering and contingencies. The County function of supplying the aggregates ($20,300.) and hauling them ($23,200.), totals approximately $43,500. Total estimated project cost then is $206,000., including $2,500. for P.E.

SUMMARY

(Estimated Costs)

Contract project costs	$160,000.
County contribution	43,500.
Total construction costs:	$203,500.
P.E.	2,500
Total project costs:	$206,000.
Federal share 88%	181,280.
County share 12%	24,720.
County contribution	$ 43,500.
Federal share 88%	38,280.
County share from above;	24,720
Over and above County share; to be refunded to County	$ 13,560.

The State Force Order between the State and the County should contain a stipulation that the quantities of aggregates incorporated into the oil mat are the basis upon which the County's contribution will be computed. The County plans to haul an excess amount of aggregates to the job site for future maintenance purposes.

JRH:pw

9272

done

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97701

January 13, 1981

In Reply Refer to
File No.:

DO-9 Oiling Project
Old Dry Dr. Rd.-Ochoco Highway
Mill Cr. Rd.-County Rd. No. 507
SOS-0700 (2)
Crook County

The Honorable Dick Hoppes
Crook County Judge
County Courthouse
Prineville, OR 97754

Dear Sir:

The FHWA has given approval for the construction of a DO-9 oil mat on Mill Creek Road. This is in lieu of the cold mix paving as per your original request.

They also approve of the use of County furnished aggregates providing that they conform to State of Oregon Standard Specifications.

The County's costs involved in furnishing the aggregates, and the loading, hauling, and stockpiling of them at the job stockpile site, will provide the County's matching funds for this project. It is anticipated that these County costs will exceed the amount needed for matching funds. If this is the case, the County will be reimbursed the excess.

Following are conditions pertinent to furthering the project upon which the State and County should agree:

The reimbursement costs for the aggregates shall be:

3/4" - 1/2"	$4.70/Cu.Yd.
1/2" - 1/4"	$4.70/Cu.Yd.
1/4" - #10	$4.45/Cu.Yd.

The reimbursement costs for the loading, hauling,and piling at the job stockpile site shall be $0.28/Cu.Yd.

The basis of measurement shall be the final measurement of the aggregates that are actually incorporated into the oil mat.

If you agree to the above conditions, please acknowledge in the below provided space..

Yours very truly,

J R Hagedorn
J. R. Hagedorn
Region Federal Aid Engineer

JRH:pw

Above conditions approved January 19, 1981

County Court of Crook County

by Dick Hoppes County Judge

Frances L Burgess County Commissioner

County Commissioner

c.c. Cliff Laux
Jack Sullivan

BID SCHEDULE

1980 ROCK CRUSHING IN CIRCLE H-O PIT

FOR

CROOK COUNTY, OREGON

ITEM NO.	QUANTITY AND UNIT	DESCRIPTION & UNIT PRICE IN WORDS	UNIT PRICE	TOTAL PRICE
1.	8,500 cu. yds.	1 1/2-0 material in stockpiles @	3.40	28,900.00
2.	8,500 cu. yds.	3/4-0 material in stockpiles @	3.65	31,025.00
3.	10,000 cu. yds	3/4-10 material stockpile in maintenance yard @	5.45	54,500.00
4.	5,000 cu. yds.	3/4-1/2 material in stockpiles @	4.70	23,500.00
5.	5,000 cu. yds.	1/2-1/4 material in stockpiles @	4.70	23,500.00
6.	3,000 cu. yds.	1/4-10 material in stockpiles @	4.45	13,350.00

TOTAL CU. YDS. 40,000

TOTAL PRICE $174,775.00

9272

ORDER FOR FORCE WORK

ORDER No. 1

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY Crook County
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

CONTRACT No. 9272

PROJECT NAME Old Dry Creek Road - Ochoco Highway

DATE January 9, 19 81

HIGHWAY Mill Creek Road (County #507)

FAP No. SOS-0700 (2)

COUNTY Crook

PREFIX 207-1047

FUNCTION 240-P

DESCRIPTION OF WORK TO BE DONE:

Reimburse Crook County for furnishing oil aggregates and for hauling said aggregates to the job site.

LOCATION BY STATION NUMBERS:

11+00 to 281+40 (project limits)

70+50 (job site stockpile site)

ESTIMATE OF QUANTITIES & COSTS:

Aggregates:	3/4-1/2	2,115 cy @	$4.70	=	$9,940.50
	1/2-1/4	1,455 cy @	4.70	=	6,838.50
	1/4-#10	795 cy @	4.45	=	3,537.75
Haul:	19 miles x 4,365 cy x $0.28			=	23,195.20
		Total:			$43,511.95

EXPLANATION: Crook Co. has awarded a crushing contract, using Oregon State specifications, for various sizes of oiling aggregates. The County desires to furnish and haul the aggregates as their matching funds.

The final measurement of the aggregates that are actually incorporated into the oil mat shall be the basis of determining the County's contribution.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC:
Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT:
Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $

Present estimate of costs including work under this Force Order . . . . . . $

Estimated Overrun/Underrun Amount . . . . . $

Estimated Overrun/Underrun Percent

SUBMITTED BY:

TITLE: Region Fed Aid Engr.

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED: 1/12/
Region Engineer

APPROVED:
Construction or Traffic Engineer

Rp

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9272

FEDERAL AID PROJECT NO.: 0S-2100(1)

STATE PROJECT NO.: See below

COUNTY NAME: Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 80129

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

12-19-80

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copy to
H. Reynoldson ✓

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 12/19/80	FEDERAL ROUTE NUMBER Non Federal aid
		STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Fall Creek & Skunk Creek (Fall Creek Road) Bridge

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- XX☒ OTHER (Specify) Program change
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12/11/80 I approve the program change withdrawing the construction phase of the subject project and reducing project obligation by TEC of $250,000 Federal Funds $187,544.

DATE 12/19/80	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-655

9272

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

December 11, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item 90077
Project No. SOS-0700(2)
Old Day Creek-Ochoco Hwy. Section
Crook County

I hereby request your approval of a minor program change on the subject project to include the construction phase in the character of proposed work as indicated on the enclosed PR-9 forms.

I further request the following:

1) Authorization to proceed with preliminary engineering all phases at an estimated total cost of $10,000 with an obligation of $8,810 in federal funds.

2) Authorization for construction at an estimated total cost of $239,600 with an obligation of $211,190 in federal funds.

Funds for this project are available from the release in obligation for construction on Project SOS-2100(1) which is being requested under separate action and from Project SOS-0300(5).

CL:bke
Enc.

Reynaldson

[illegible]
SOS-2100(1) $ 186,3[illegible]
SOS-0300(5) 34,8[illegible]
$220,000

Form 734 3122

Budget Bureau No. 41-R206

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 6-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd. Approx. 7.7 mi. E. of Prineville N. 5 mi. 65	ADT	20 DHV 100	FUTURE (66) --- (70)	YEAR (71) -- (72)	REGION (74) 10 (75)	STATE NAME Oregon

FOR MISCELLANEOUS FUNDS ONLY

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 P.E. Leveling Course & Oil Surface. 62	NATL. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) 14 SOS- 23	NUMBER-AC 7 0700

CARD 4	CLASS OF FEDERAL FUNDS [1] Safer Off-System Roads		COUNTY NAME Crook		
	NAME OF URBAN AREA 17-31 ---	F.A. SYSTEM Non	RTE NO. N	FEDERAL AID Non	STATE (32) Co.

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	~~STATE FUNDS~~ Co. Funds	
1	(1 to 9)	10	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	90077	SOS-0700(2)	"Old Dry Creek-Ochoco Hwy. Section."	5.14	—	—	—	Pre all
										PROJECT TOTAL	5.14	—	—	—	
5					PE ROW CONST		RE-QUESTED REVISION	90077	SOS-0700(2)	"Old Dry Creek-Ochoco Hwy. Section."	5.14 5.14	10,000 239,600 (16) (23)	8,810 211,190 (24) (33)	1,190 28,410	P.E lev su
										PROJECT TOTAL	5.14	249,600	220,000	29,600	

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE:

To add Construction phase.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:

10-13-78

OTHER:

1-17-79
2-13-79

PROGRAM REVISION REQUESTED	RECOMMENDED	
DATE December 11, 1980	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
~~STATE HIGHWAY ENGINEER~~ Operation Programming Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

ECT LOCATION (45 typewriter spaces) Rd. Approx. 7.7 mi. E. of Prineville 5 mi.	ADT	20 DHV 100	FUTURE ---	YEAR --	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN. CODE 680
ITEM NO. 90077								

ORK (35 spaces) rse &	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FM ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) SOS-	NUMBER-AGR. NO. 0700 (2)	I PROJECTS ONLY: POST.MI. MI.	DESIG.	

Safer Off-System Roads	COUNTY NAME Crook	CODE 013
---	F.A. SYSTEM Non	

RTE NO.	FEDERAL AID	STATE	U.S.
N	Non	Co. Rd.	---

STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	~~STATE FUNDS~~ Co. Funds	CHARACTER OF PROPOSED WORK
	ITEM AS NOW PRO-GRAMED	90077	SOS-0700(2)	"Old Dry Creek-Ochoco Hwy. Section."	5.14	—	—	—	Preliminary Engineering all phases.
				PROJECT TOTAL	5.14	—	—	—	
	RE-QUESTED REVISION	90077	SOS-0700(2)	"Old Dry Creek-Ochoco Hwy. Section."	5.14	10,000	8,810	1,190	P.E. all phases, rock leveling course & oil surface.
					5.14	239,600	211,190	28,410	
				PROJECT TOTAL	5.14	249,600	220,000	29,600	

en submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:
To add Construction phase.

o or more projects. Prepare a form PR-1 for all
n such action.

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE December 11, 1980	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
~~STATE HIGHWAY ENGINEER~~ Operation Programming Engineer	TITLE	TITLE

e class of project to another, or covers joint financing, show both classes of funds involved.

ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48903-P61

Old Dry Creek-Ochoco Highway Section
Project No. SOS-0700(2)

Remarks Continued: Revise the project data to include the construction as follows:

Furnish and place rock leveling course and oil surface to provide two 11-foot travel lanes with three foot gravel shoulders and incidental work common to this type of project.

9272

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

December 11, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Project No. SOS-2100(1)
Fall Creek Falls-Alsea Hwy. Section
Lincoln County

I hereby request your approval of a program change on the subject project to delete the construction phase which will result in a release of $187,544 in obligated federal funds.

This action was requested by Lincoln County since the present estimated increase in cost for construction and a decrease in County revenue has resulted in the County being unable to proceed with the construction phase at this time.

We propose to utilize the funds released by approval of this request on the Old Day Creek-Ochoco Hwy. Section Project No. SOS-0700(2) which is being submitted under separate action.

CL:bke

cc: H. Reynoldson
P. Stearns

Form 734-3122

7272

2

November 21, 1980

Agr 4

Crook County Court
Courthouse
Prineville, OR 97754

Attention: Grace Bannon
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6979

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Old Dry Creek-Ochoco Highway Section of the Mill Creek Road in Crook County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

[illegible]

Att.

bc Don Harwell (agree. att.)

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: February 1, 1979

FROM: Gerald W. Wimer Gerald W Wimer
Local Government Manager

SUBJECT: Old Dry Creek-Ochoco Hwy. Section
Mill Creek Road
Crook County

Crook County is requesting a surfacing project on subgrade that was constructed under project #OS-0700(1). Roadway is to be 28 feet in width and will have 2-10' cold mix travel lanes with 4' shoulders, 1' of which will be cold mix and 3' gravel. No utilities nor additional R/W. Construction engineering by State. P.E. was approved on Oct. 24, 1978. See attached sketch for location.

Jurisdiction	Section	Total Funds	Federal Funds	Local Funds
Crook Co.	Old Dry Creek-Ochoco Hwy. Section Mill Creek Road	$305,000	$268,400	$36,600

The region and this office have investigated this proposed project, confirming its validity and financing under the SOS program. I recommend your approval and request you authorize this project under delegated authority.

2-13-79
Orig to Head
cy Moehring

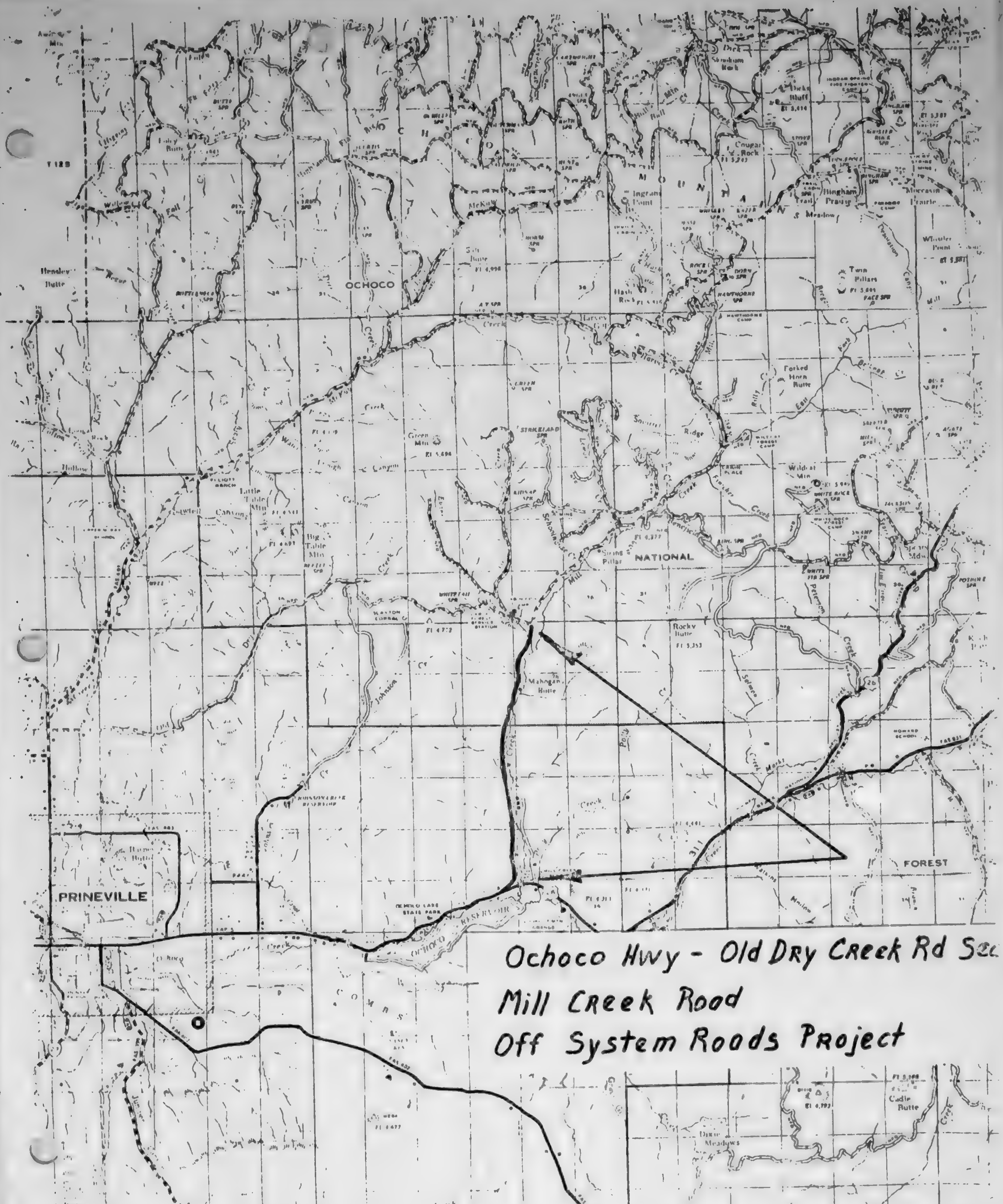
Approved:

H S Coulter
State Highway Engineer

Date 2-13-79

HR:dmc
Att.

81-125-1387


OCHOCO
MOUNTAINS
OCHOCO
NATIONAL
FOREST
PRINEVILLE
T12S
Hensley Butte
Salt Butte
Ingram Point
Cougar Rock
Bingham Prairie
Moccasin Prairie
Whistler Point
Twin Pillars
Hash Rock
Forked Horn Butte
Wildcat Mtn
Green Mtn
Little Table Mtn
Big Table Mtn
Steins Pillar
Rocky Butte
Mahogany Butte
Squirrel Ridge
Mill Creek
Ochoco Reservoir
Ochoco Lake State Park
Barnes Butte
Dixie Meadows
Cadle Butte
311
26
R16E
R17E

Ochoco Hwy - Old Dry Creek Rd Sec

Mill Creek Road

Off System Roads Project

9272

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97701

TO: D. E. Swan
Project Management

DATE: October 23, 1980

FROM: J. R. Hagedorn
Region Federal Aid Engineer

SUBJECT: Old Dry Creek-Ochoco Highway Section
Mill Creek Road
Crook County - SOS Project

This is a project that was requested back in 1978; consisted of paving with cold mix and constructing rock shoulders.

It was approved by the State Highway Engineer February 13, 1979.

The project has lay dormant because of a lack of SOS funds, until recently when the Local Government Section informed me that due to other SOS project cancellations throughout the State, this project can now be funded.

The County, however, cannot now match the amount necessary for such a costly project as a cold mix overlay. They have requested an oil mat. The FHWA, together with Clarence Gregg, has visited the site and verbally approved the down-scoping of the project.

Attached are letters from the County Judge that approves the project.

JRH:pw
Enclosure

c.c. Cliff Laux

Contains Recycled Materials
81-125-1387

SP*75683-125

Crook County Court

PHONE (503) 447-6555

DICK HOPPES, Judge
FRANCES BURGESS, Commissioner
MELVIN H. LAMBERT, Commissioner

CROOK COUNTY COURTHOUSE
PRINEVILLE, OREGON 97754

October 21, 1980

Mr. John Hagedorn
State Hwy Division
63055 Hwy 97
Bend, Oregon 97701

Dear John,

Pursuant to our telephone conversation today, it is my desire that you proceed in your efforts to procure Federal monetary assistance for paving Mill Creek road.

Please keep me advised and call if I can be of any assistance.

Sincerely,

Dick

Dick Hoppes, Judge

DH/tp

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE OCT 22 1980 RDE
RSO REGION 4 RBE
ASSIGNED____________

Crook County Court

PHONE (503) 447-6555

DICK HOPPES, Judge
FRANCES BURGESS, Commissioner
MELVIN H. LAMBERT, Commissioner

CROOK COUNTY COURTHOUSE
PRINEVILLE, OREGON 97754

July 18, 1980

Mr. John Hagedorn
Oregon State Highway Division
63055 Highway 97
Bend, Oregon 97701

Dear John,

In conversation with Walt Martin, he inferred that it may be possible to obtain additional off-systems road money to pave the Mill Creek road.

We primed the road last year in anticipation of paving this year. However, because of the loss of timber tax receipts stemming from the economic recession, we had to cancel all paving projects.

As a result we are losing our prime shot. If it is possible to obtain any money to pave this 5½ mile section already primed, I would greatly appreciate any effort on your part to help secure funding.

Sincerely,

Dick

Dick Hoppes, Judge

DH/tp

RDE [illegible] [illegible] PLA FAE
[illegible] [illegible] GEO
[illegible] [illegible] RDE
RSO [illegible] RDE
ASSIGNED ____________

Form FHWA 121 (1/80)

9272

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project SOS-0700(2)
Old Dry Creek-Ochoco Highway Section
Mill Creek Road, Crook County

Date: September 2, 1980

From: G. L. Green, Division Administration

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Swan's August 22, 1980, memorandum regarding the County's desire to use County-furnished aggregates for this project.

We agree it is in the public interest for the County to furnish aggregates to the project. The County may be reimbursed for furnishing these materials as they are incorporated into the project.

Any federal-aid improvement contemplated should conform to the roadway structural thickness requirements as determined by a rational design procedure or, if staged, construction should have sufficient structural strength to accommodate the stage period.

Original Signed By
VERNON V. CUSACK
Program Operation
Engineer

G. L. Green

cc:
✓OSHD (D E Swan, Proj Mgmt)

Copy to
W. Reynoldson
c.c. John Hagedorn

9272

August 22, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

ATTN: Dave Carter
Area Engineer

ORIGINAL SIGNED BY
D. H. MOEHRING

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Reimbursement of County
Old Dry Creek-Ochoco Hwy. Section
Mill Creek Road
Crook County
SOS-0700(2)

Crook County has requested that they be permitted to furnish and to be reimbursed for the rock for this project.

Since the County has a contractor crushing rock for them now, they feel it would be in the public interest to have their contractor crush enough rock for this project and the county transport and stock pile at a site near the project.

We think the County is justified in this matter and we request your concurrence.

HR:pf

9272

Crook County Court
PHONE (503) 447-6555
DICK HOPPES, Judge
FRANCES BURGESS, Commissioner
MELVIN H. LAMBERT, Commissioner

CROOK COUNTY COURTHOUSE
PRINEVILLE, OREGON 97754

July 18, 1980

Mr. John Hagedorn
Oregon State Highway Division
63055 Highway 97
Bend, Oregon 97701

Dear John,

In conversation with Walt Martin, he inferred that it may be possible to obtain additional off-systems road money to pave the Mill Creek road.

We primed the road last year in anticipation of paving this year. However, because of the loss of timber tax receipts stemming from the economic recession, we had to cancel all paving projects.

As a result we are losing our prime shot. If it is possible to obtain any money to pave this 5½ mile section already primed, I would greatly appreciate any effort on your part to help secure funding.

Sincerely,

Dick

Dick Hoppes, Judge

DH/tp

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE [illegible] 21 1980 RDE
RSO REGION 4 RBE
ASSIGNED________

9272

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-13-79

FEDERAL AID PROJECT NO.	SOS-0700(2)
STATE PROJECT NO.	See below
PROGRAM NO.	
ITEM NO.	90077
COUNTY NAME	Crook
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 16 '79
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8-16
orig

DATE PS&E APPROVED	
DATE AUTHORIZATION EFFECTIVE	8-13-79
FEDERAL ROUTE NUMBER	Non Federal-aid
STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

Old Dry Creek - Ochoco Highway

GENERAL DESCRIPTION OF WORK:

Withdraw Obligation of Funds

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of August 1, 1979, I approve the withdrawal of funds obligated for the preliminary engineering phase for the subject project in amount of $10,000 - Federal Funds $8,810.

DATE	8-13-79
SIGNATURE OF APPROVING OFFICIAL	
TITLE	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-818

1272

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 9, 1979

RECEIVED
AUG 10 1979
In Reply Refer to
File No.:

Honorable Judge Hoppes
Crook County Courthouse
Prineville, Oregon 97754

SUBJECT: Old Dry Creek-Ochoco Hwy. Section
SOS-0700(2)
Crook County SOSR Project

Dear Judge Hoppes:

We have received word from John Hagedorn that you wish to cancel your SOS project and release the funds for the use of other agencies. We will, therefore, return your $595 preliminary engineering advance deposit and transfer the obligated Federal funds to some other project.

If you concur in this action, please sign in the space provided below and return a copy to us.

I appreciate your cooperation and patience in this matter and sincerely hope that Congress sees fit to continue the SOS program by providing additional funds.

Very truly yours,

D E Swan
D. E. Swan
Operation Programming Engineer

RHP:pf

cc: John Hagedorn

APPROVED:
Dick Hoppes Date Aug. 10 - 1979
Crook County Judge

Form 734-3122

OREGON STATE HIGHWAY DIVISION 9272

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF C[illegible] TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8/9/79	CC 1993		P.E. 207-1987

BILL TO: Code:

Crook County Court
Courthouse
Prineville, Oregon 97754
Attn: Hon. Dick Hoppes, County Judge

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Refunded for the PE for the Old Dry Creek - Ochoco Hwy. Section Mill Creek Road SOS-0700(2) County has requested the project be withdrawn and that their advance deposit for P.E. be refunded	REFUND CROOK	COUNTY	$595.00

Ref: CROOKCO, Inv: 2272

Advance Deposit Amount	$595.00 ✓
Advance Deposit Previously Transferred to Highway Fund	$- - - ✓
Balance	$595.00 ✓
Transfer to Highway Fund	$- - -
Refund Due	$595.00
Partial or final request for billing	Final
Number of the previous request in connection with this service.	—

Amount Due . . . . . $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D. E. Swan

3

9272

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 1, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Minor Program Change
Item No. 90077
Project No. SOS-0700(2)
Old Day Creek-Ochoco Highway Section
Crook County

I hereby request your approval of a minor program change on the subject project for the withdrawl of federal fund obligation on preliminary engineering, but retain program approval which would allow authorization for construction as sufficient funds became available, as indicated on the program change (PR-9) which was submitted on March 2, 1979.

Enclosed are copies of a modification of project agreement covering the release of funds currently under agreement.

This action is necessary to release sufficient federal funds to cover the contract which has been awarded on Project No. SOS-0504(1).

CL:slr
Enc.
cc: R. Hacek
H. Reynoldson

Form 734-3122

9272

7/24/79

TRANSFER of funds to Rainier

D st. to H st. Section
4th Street SOS-0504(1)

Federal funds needed for project	$60,735
Federal funds avaliable	$51,462
Additional funds needed	$9,273

Funds to be transferred from :-

Old Dry Creek - Ochoco Hwy Section GRANT Co. SOS-0700(2)	$8810
Port Drive Section Depoe Bay SOS-2101(1)	$463
	$9 273

9272

3-79

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                                                                              MARCH 1979       PAGE  613
TOTAL TO DATE JOB COST SUMMARY
                                                                                 FISCAL        GRAND TOTAL
                                                                              YEAR TO DATE      TO DATE
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   OR  CURRENT MONTH                    2,292.61
                                   207   1981    909       00 P 1                                6,836.70
                                   207   1981    910       00 P 1                                   78.00
                                   207   1981    913       00 P 1                                   22.64
                                   207   1981    913       00 N 1                                  110.62
                                   207   1981    914       00 P 1                                  254.37
                                   207   1981    920       00 P 1                                1,603.02
                                   207   1981    921       00 P 1                    118.24      1,276.84
                                   207   1981    923       00 P 1                                  817.57
                                   207   1981    960       00 P 1      5.56        8,058.43     47,604.87
                                                 TOT       P1                                      231.02
                                                 TOT       N1
                                              ** JOB TOTALS **         5.56  **    8,058.43  **  47,835.89  **

                                                                                                       STATE
OLD DRY CRK OCHOCO HWY             CONT NO      FA PROJ NOS SOS 700002 100
                                                                       24.99CR          24.99CR      24.99CR
                                   207   1987    296       00 N 9      24.99            24.99        24.99
                                   207   1987    298       00 N 9                       14.96        14.96
                                   207   1987    910       00 P 1                       13.40        13.40
                                   207   1987    920       00 P 1                       28.36        28.36
                                                 TOT       P1
                                              ** JOB TOTALS **              **          28.36  **    28.36  **

                                                                                                  00   STATE
FERGUSON RD-TEKAMPE RD             CONT NO      FA PROJ NOS OS  900001 100
                                                                                     3,700.00CR   3,700.00CR
                                   209   1980    296       00 N 9                      600.00       600.00
                                   209   1980    297       00 N 9                    3,100.00     3,100.00
                                   209   1980    298       00 N 9                      223.42       468.58
                                   209   1980    901       00 P 1                      829.11       892.47
                                   209   1980    905       00 P 1                      487.03       487.03
                                   209   1980    906       00 P 1                       68.48        68.48
                                   209   1980    910       00 P 1                       12.17        12.17
                                   209   1980    911       00 P 1                                    63.80
                                   209   1980    918       00 P 1                      391.20       391.20
                                   209   1980    921       00 P 1                        8.56         8.56
                                   209   1980    922       00 P 1                    1,316.36     2,204.99
                                   209   1980    923       00 P 1                      287.24       287.24
                                   209   1980    960       00 P 1                    3,623.57     4,884.52
                                                 TOT       P1
                                              ** JOB TOTALS **              **       3,623.57  **  4,884.52  **

                                                                                                  00   STATE
SOLAR & STELLAR DR IMPRVT          CONT NO    * FA PROJ NOS SCS 900002 100
                                                                                     3,234.33CR   4,304.33CR
                                   209   1982    296       00 N 9                                 1,070.00
                                   209   1982    297       00 N 9                    3,234.33     3,234.33
                                   209   1982    298       00 N 9                       88.40     1,989.13
                                   209   1982    901       00 P 1                    1,135.34     1,236.54
                                   209   1982    905       00 P 1                                     6.47
                                   209   1982    910       00 P 1                       48.90        48.90
                                   209   1982    920       00 P 1
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9272

V. Atiyeh
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 4
P.O. BOX 1249, BEND, OREGON 97701 PHONE 382-1911

March 16, 1979

Honorable Judge Hoppes
Crook County Courthouse
Prineville, OR 97754

Dear Sir:

Word has recently come from the FHWA stating that the SOSR funds have been exhausted. This, of course, will affect the Old Dry Creek-Ochoco Highway Section project.

We had planned, here at Region, to work up the job and submit it to Salem by the end of this month. As of this writing we have not begun any work on the project and thus have not incurred any expenditures.

At the present time there has been no indication that Congress will authorize additional funds. There are various factions uring them to do so. At this point it is a wait-and-see and hope situation.

I would suggest a short wait-and-see attitude for this project. If additional funds are then not in the offing, a decision could be made whether to:

1. Complete the survey to use with other funds or to be ready if Federal funds are ever made available.
2. Re-classify, if eligible, to FAS-C.

I discussed this problem with Walt Martin yesterday. If you have any questions, please phone me.

County wishes to hold the project and free funds for some other expenses

Yours very truly,

J. R. Hagedorn

J. R. Hagedorn
Region Federal Aid Engineer

JRH:pw
cc: Dale Allen ✓
G. Wimer ✓
W. Robertson

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE [✓ H] FAE ☐ OPE ☐
MAR 19 1979
File: PM FA
TAA Reynolds LG OP

9272

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 2, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Program Change
Item No. 90077
Project No. SOS-0700(2)
Old Dry Creek-Ochoco Highway Section
Crook County

We hereby request your approval of a program change on the subject project to include the construction phase in the Character of Proposed work as indicated on the enclosed Request for Program Change PR-9 forms.

We further request authorization for construction at an estimated total cost of $320,000 with an obligation of $211,190 in federal funds.

CL:tmw

Enc.

cc: H. Reynoldson ✓
B. Gifford

207-1987

Budget Bureau No. 41-R2068;
U.S

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER (19) (20)	
	PROJECT LOCATION (45 typewriter spaces) 21 … 65	Co. Rd. Approx. 7.7 mi. E. of Prineville N. 5 mi.
	ADT	20 DHV 100
	FUTURE (66) (70)	--
	YEAR (71) (72)	--
	REGION (74) (75)	10
	STATE NAME	Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 … 62	P.E. Leveling Course & A.C. surface
	NATL. FOREST (63) (65)	
	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. (66) (68)	
	SUPV AGCY 69	
	DA CLASSIF. 70	
	DA AREA 71	
	EMERG. YR. 72 73	
	PL AUTH YR 74 75	
	PROJECT NUMBER: PREFIX LETTER(S) 14 23	SOS-
	NUMBER-AGR. 7	0700
CARD 4	CLASS OF FEDERAL FUNDS [1]	Safer Off-System Roads
	COUNTY NAME	Crook
	NAME OF URBAN AREA 17-31	--
	F.A. SYSTEM	Non
	RTE NO.	N
	FEDERAL AID	Non
	STATE (32)	Co.

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	Federal Funds	~~STATE FUNDS~~ Co. Funds	
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	90077	SOS-0700(2)	"Old Dry Creek-Ochoco Hwy. Section"	5.14	10,000	8,810	1,190	Prel all
										PROJECT TOTAL	5.14	10,000	8,810	1,190	
5					PE ROW CONST		RE-QUESTED REVISION	90077	SOS-0700(2)	"Old Dry Creek-Ochoco Hwy. Section"	5.14 5.14	10,000 320,000 (16) (23)	8,810 211,190 (24) (33)	1,190 108,810	P.E. rock & A.
										PROJECT TOTAL	5.14	330,000	220,000	110,000	

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — COLUMN 14 → CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE: To add Construction phase.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: 10-13-78

OTHER: 1-17-79
2-13-79

PROGRAM REVISION REQUESTED
DATE March 2, 1979
SIGNATURE
~~STATE HIGHWAY ENGINEER~~ Federal Aid Engineer

RECOMMENDED
DATE
SIGNATURE
TITLE

APP
DATE
SIGNATURE
TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 6-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OCATION (45 typewriter spaces) . Approx. 7.7 mi. E. of Prineville i. (65)	ADT	20 DHV 100	FUTURE (66) -- (70)	YEAR (71) -- (72)	REGION (74) 10 (75)	STATE NAME Oregon	STATE CODE (2) 41 (3)	APPN. CODE 4 680 6	ITEM NO. (14) 90077 (18)

FOR MISCELLANEOUS FUNDS ONLY

5 spaces) & (62)	NATL. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) 14 SOS- 23	NUMBER-AGR. NO. 7 0700 (2) 13	I PROJECTS ONLY POST MI. MI. (24) (26)	DESIG. 27

Safer Off-System Roads

COUNTY NAME Crook CODE 14 013 16

F.A. SYSTEM Non

RTE NO. N

FEDERAL AID Non

STATE (32) Co. Rd. (36)

U.S. (37) -- (41)

STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	Federal Funds (67) (76)	~~STATE FUNDS~~ Co. Funds	CHARACTER OF PROPOSED WORK
ITEM AS NOW PRO-GRAMED	90077	SOS-0700(2)	"Old Dry Creek-Ochoco Hwy. Section"	5.14	10,000	8,810	1,190	Preliminary Engineering all phases.
			PROJECT TOTAL	5.14	10,000	8,810	1,190	
RE-QUESTED REVISION	90077	SOS-0700(2)	"Old Dry Creek-Ochoco Hwy. Section"	5.14	10,000	8,810	1,190	P.E. all phases, rock leveling course & A.C. surface.
				5.14	(16) 320,000 (23)	(24) 211,190 (33)	108,810	
			PROJECT TOTAL	5.14	330,000	220,000	110,000	

mitted Yes ☐
CODE 11

PROJECT WITHDRAWN
YES ☐
CODE 2

REASON FOR CHANGE:
To add Construction phase.

-over-

ore projects. Prepare a form PR-1 for all
h action.

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE March 2, 1979	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
~~STATE HIGHWAY ENGINEER~~ Federal Aid Engineer	TITLE	TITLE

s of project to another, or covers joint financing, show both classes of funds involved.

OBSOLETE AFTER 7-1-61

USCOMM-DC 48063-P61

Old Dry Creek-Ochoco Highway Section
Project No. SOS-0700(2)

Remarks Continued: Revise the project data to include the construction phase as follows:

Furnish and place rock leveling course and A.C. surface to provide two 11-foot travel lanes with three foot gravel shoulders and incidental work common to this type of project.

9272

February 7, 1979

Crook County Court
Courthouse
Prineville, OR 97754

Attn: Dick Hoppes, Judge

Subject: Preliminary Engineering
Old Dry Creek-Ochoco Hwy.
Section S0S-0700(2)

Dear Mr. Hoppes:

You are correct that the preliminary engineering (PE) for the subject project should be less than $10,000.

Usually PE is nearly 10%, making the PE for this project about $30,000, but as you indicated, considerable work was done on the earlier grading project. We thought we had taken this into account when the $10,000 figure was compiled. However, subsequent review shows $5,000 should suffice. Your advance deposit then becomes $595. Your check should be sent to our Highway Accounting Office, Transportation Building, Salem, Oregon 97310.

Actual cost will prevail and some slight adjustment involving either a return of a portion of your $595.00 or a slight additional billing will be necessary when the survey is completed.

Thank you for bringing this to our attention. If you have any other questions, do not hesitate to contact us here in Salem or Region Engineer Dale Allen, North The Dalles-California Hwy., Bend, Oregon, 97701, telephone 382-1911, Ext. 24.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

GWW:lml

cc: Dale Allen
Vern Skoog

S NOTED W
W. H. TEBEAU m

Don H.

Crook County Court

PHONE (503) 447-6555

DICK HOPPES, Judge
FRANCES BURGESS, Commissioner
MELVIN H. LAMBERT, Commissioner

CROOK COUNTY COURTHOUSE
PRINEVILLE, OREGON 97754

January 31, 1979

Mr. Gerald W. Wimer
Local Government Manager
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Wimer,

I'm in receipt of your letter of January 25, asking for Crook County's share of the preliminary engineering on Old Dry Creek-Ochoco Hwy, Section 505-0700(2).

I'm a bit appalled at the proposed figure of $10,000.00 for the preliminary engineering.

If we are both referring to the same road, which on our maps is Mill Creek Road, then all the engineering has been done already.

This road was engineered by Will Robertson and contracted out by the State and built. All we are discussing now is another grant to repave the road.

Since Mr. Robertson already has the length and width and all the road specs, the remaining knowledge to acquire would be to figure the costs of the paving, which might necessitate one trip up the road to view its condition.

It would seem, under these circumstances, that a $10,000.00 P.E. would be a bit excessive.

Would you please take a second look at this request and see if some mistake may have been made.

Thanks.

Sincerely,

Dick Hoppes

Dick Hoppes, Judge

PROJECT MANAGEMENT
CCE H
FAE ☐
File:

9272

January 25, 1979

Crook County Court
Courthouse
Prineville, Oregon 97754

Attn: Hon. Dick Hoppes
County Judge

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Old Dry Creek-Ochoco Hwy. Section, SOS-0700(2).

Financial sharing of the preliminary engineering is:

Total P.E.	$10,000.00
Federal Funds	8,810.00
Balance	$ 1,190.00
Local Share:	
$1,190.00	

Please make your check in the amount of $1,190 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

HR:dmc

bc w/AD#583: Vern Skoog-Please return completed AD#583 when check is received.
Region 4 Federal Aid Engineer John Hagedorn

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9272

FEDERAL AID PROJECT NO. SOS-0700(2)

STATE PROJECT NO. See below

COUNTY NAME Crook

ROM:
G. L. Green, Division Administrator
Salem, Oregon

1-17-79

PROGRAM NO.

ITEM NO. 90077

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe, Director
Department of Transportation
State of Oregon
Salem, Oregon

Copies to
Gifford
Location
Trout
Region 4
H. Reynoldson

ATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 1-17-79

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County Road

ENERAL LOCATION:
Old Dry Creek - Ochoco Highway Section

ENERAL DESCRIPTION OF WORK:
Preliminary Engineering

OU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-28-78, you are now authorized to proceed with the above work for a TEC of $10,000 with Federal funds limited to $8,810.

AD 583

ATE 1-17-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

PR-1240
8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9272

2

January 11, 1979

Crook County Court
Courthouse
Prineville, OR 97754

Attention: Grace Bannon
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6839

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the Old Dry Creek-Ochoco Highway Section of Mill Creek Road in Crook County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

9272

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 28, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90077
Project No. SOS-0700(2)
Old Dry Creek-Ochoco Highway Section
Crook County

Attached data consists of PR-1 form with project maps.

We hereby request the following:

1) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $10,000 with an obligation of $8,810 in Federal funds.

DRH:pf
Attachments

cc: Dale Allen (Region 4)
H. Reynoldson, w/att.

Budget Bureau No. 41-R2067; App
U.S. DE

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.
DATE SUBMITTED TO W.O. 12-28-78

CARD 2
REPORT NUMBER (18) (20)
PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., approx. 7.7 mi. W. of Prineville, N. 5 mi. 65
ADT PRESENT 20 DHV 100
FUTURE - - - (66) (70)
YEAR (71) (72)
REGION 10
STATE NAME Oregon

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering 62
NATL. FOREST (63) (65)
FH ROUTE NO. (66) (68)
SUPV AGCY (69)
DA CLASSIF. (70)
DA AREA (71)
EMERG. YR. (72) (73)
PL. AUTH YR (74) (75)
PROJECT NUMBER
PREFIX LETTER (S) 14 SOS- 23
NUMBER 7 0700
CODE 013 (14)

CARD 4
CLASS OF FEDERAL FUNDS Safer Off-System Roads
NAME OF URBAN AREA 17-31 - - -
COUNTY NAME Crook
ROUTE NO. N
FEDERAL-AID Non
STATE (32) Co. Rd.* (36)
U.S. (37) - - -

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.1%)	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			5.14	10,000	8,810		1,190
5					**ROW**							
5					**CONST** (CODE)		"Old Dry Creek - Ochoco Highway Section"					
							PROJECT TOTALS	5.14	10,000 (18) (23)	8,810 (24) (33)		1,190

CARD 1 CODE 1 (1) (14)
PREPARED BY DRH
PROGRAM APPROVAL DATES 10-13-78
REMARKS Additional Data: Project OS-07

* Mill Creek Road

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

12-28-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

T LOCATION (45 typewriter spaces) Rd., approx. 7.7 mi. W. of Prineville, N. 5 mi. 65	**ADT**	PRESENT 20 DHV 100	FUTURE - - - (66) (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 680 (4) (9)

ITEM NO. 90077 (14) (18)

RK (35 typewriter Engineering 62	NAT'L. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER — PREFIX LETTER(S) SOS- 14 23	NUMBER 0700 7	SEQ. NO. (2) 13	I. Projects Only — POST MI. (24) (26) / DESIG. 27

Safer Off-System Roads

- - -

COUNTY NAME: Crook — CODE 013 (14) (16)

ROUTE NO. N — FEDERAL-AID: Non — STATE: (32) Co. Rd.* (36) — U.S.: (37) - - - (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

RK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES — TOTAL ESTIMATED COST	FEDERAL FUNDS (88.1%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
			5.14	10,000	8,810		1,190	
W								
ST		"Old Dry Creek - Ochoco Highway Section"						ROW - 60' normal; Access Control-none; Parking Restrictions-none.
	DRH	PROJECT TOTALS	5.14	10,000	8,810		1,190	
				(18) (23)	(24) (33)			

L DATES 10-13-78

* Mill Creek Road

REMARKS

Additional Data: Project OS-0700(1); Item OS-6.

-OVER-

OLD DRY CREEK-OCHOCO HIGHWAY SECTION
PROJECT NO. SOS-0700(2)

Existing Facility:

Rock base width approximately 30 feet providing two lanes of traffic.

Adjacent Sections:

North End -- Same as existing facility above.

South End -- Jct. with Ochoco Highway (State 41, FAP 88)

Project Data:

Work under this project consists of preliminary engineering all phases for the future construction on existing alignment a rock leveling course, H-T pavement for surfacing a roadway, 28 feet in width having 2-10 foot travel lanes with 4-foot shoulders (1-foot paved, 3-feet gravel).

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

FHWA 4-1-4 Requirements:

Exempt from State and District 10 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA November 17, 1978.

FHPM 7-7-5 Requirements:

1) Public Hearings -- None required under Oregon

2) Location/Design -- Not a factor in the develop
project.

NOTE:

1) This project is in Congressional District No.

2) Included in FY'79 AP in Table of "Projected F
Obligations and Balances".

CTION

ly 30 feet providing two

ng facility above.

co Highway (State 41, FAP 88)

nsists of preliminary engineering
construction on existing alignment
 pavement for surfacing a roadway,
0 foot travel lanes with 4-foot
-feet gravel).

roads, Water Developments, Historical

trict 10 Clearinghouse A-95 review

oncurred in by FHWA November 17, 1978.

FHPM 7-7-5 Requirements:

1) Public Hearings -- None required under Oregon Action Plan.

2) Location/Design -- Not a factor in the development of this project.

NOTE:

1) This project is in Congressional District No. 2.

2) Included in FY'79 AP in Table of "Projected Federal Fund Obligations and Balances".

9272

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 17, 1978

In reply refer to: HFO.4/5-OR

SUBJECT: Oregon Project SOS-0700(-)
Old Dry Creek-Ochoco Highway Section
Mill Creek Road, Crook County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager
Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Potter's October 26, 1978 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

R.V. Reid
G. L. Green for

cc:
ODOT (D H Moehring)
OSHD (Reg 5, Env)

Environmental Section
November 21, 1978

D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
Dale Allen
R. L. Lammert
R. J. Vancleave
David Fenton
Gerald Wimer
B. L. Gifford (2)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

SOS-0700 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date October 26, 1978

Section Old Dry Creek-Ochoco Hwy Section

Unit (if appl)

County Crook

City Prineville

Highway Mill Creek Road

State Hwy. No.

Termini: M.P.(if appl)

Length 5.14

Region

Construction Estimate $330,000
Program Amount

B. Purpose of Project:

To pave the existing crushed aggregate surface with a wearing surface for the logging, farming and recreation traffic that use this road. The condition of the road now could cost a great amount to maintain.

C. Origin & History of Project:

The project has been upgraded to its present status due to the increased traffic. This road is the only road serving this area and is one of the main access roads to timber and recreation areas. This road needs to be surfaced with pavement to cut maintenance cost and for safety.

D. General Description of Project:

Crushed material, pave and place shoulder rock on existing two-lane facility.

Alignment: New ______ Existing XX Combined ______

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 3'; Parking 0

Proposed: No. Lanes 2; Med. 0; Shldrs. 3'; Parking 0

Traffic: Existing Facility: Existing ADT ______; Projected ADT ______; Yr. ______

Existing Level of Service ______

Proposed Facility: Projected ADT ______; Yr. ______

Projected Level of Service ______

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels________

Acres________; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined during preliminary engineering

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

Local City, County or COG priorities of project:

Priority #1 Off-systems project

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

No build

Other Descriptive Information or Comments:

Traffic will have to be maintained during construction

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The topography consists of rolling hills with scattered timber. Mill Creek meanders through the valley adjacent to the road is fed by melting snow and springs. The soils are dense clay and some basalt.

2. Cultural:

The land adjacent to the road is primarily farming with scattered timber on the upper end of the project on the hillsides. None of this will be affected by this project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None needed

2. Estimated Impact on Traffic Patterns:

Smoother wearing surface would not generate additional traffic, but traffic speeds would undoubtedly increase somewhat.

Consequences--Air Quality, Noise, Safety, etc.:

Project would provide a safer wearing surface.

3. Estimated Impact on Land Use:

None

Consequences:

None

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

None

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

None

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

In Compliance

b. Noise Standards
A noise study report will be prepared if grading excavation, bridge construction etc. is required.

c. Water Quality Standards

In Compliance

d. Area Land Use and Transportation Plans, and Zoning

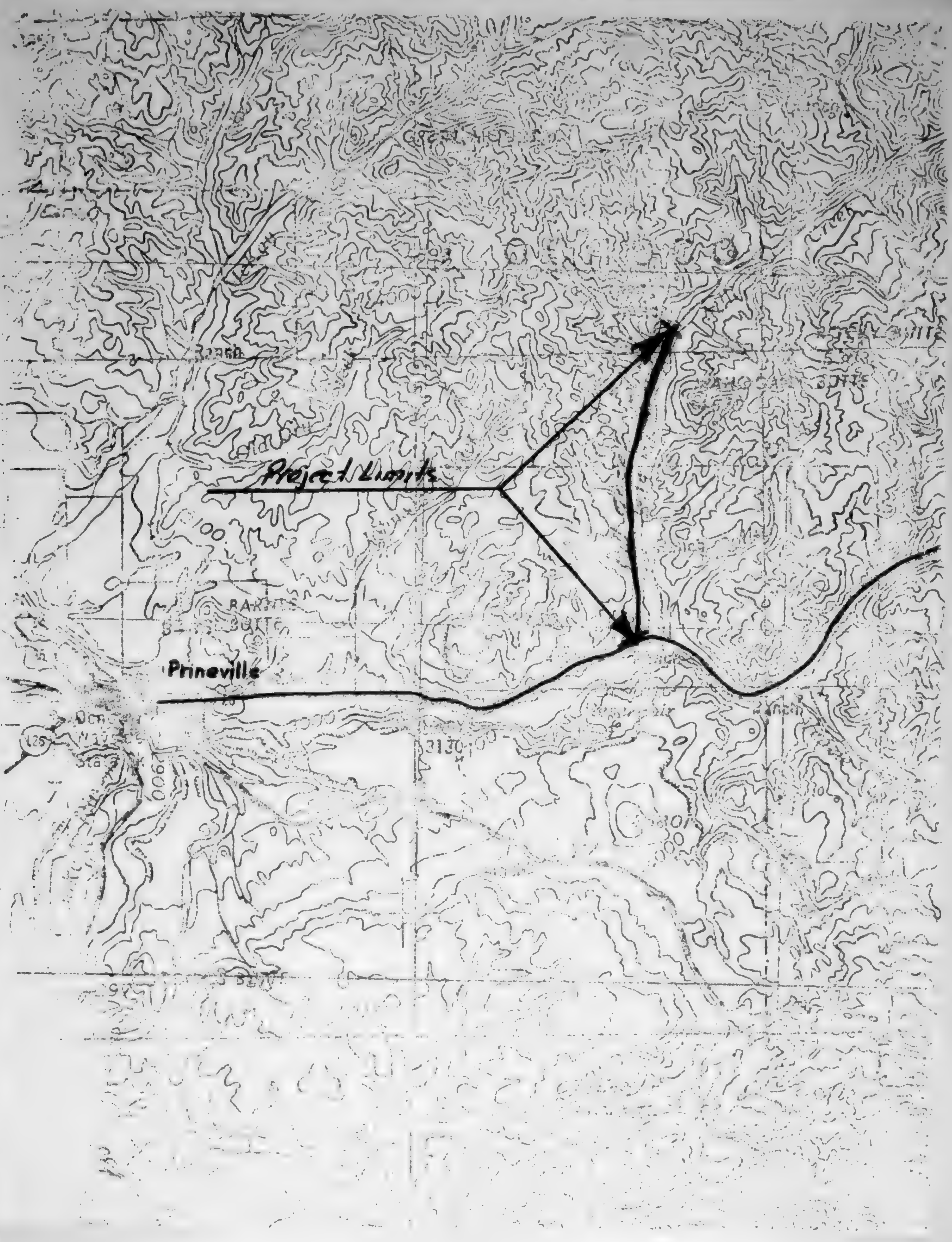
In Compliance with applicable state planning goals, and local comprehensive plan and zoning.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
According to FHPM 7-7-2, para. 10e, projects of this nature are normally considered to be non-major.

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


Project Limits
Prineville
BARNES BUTTE
3130
Ranch
Creek
126

9272

October 12, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Road Projects

On the Consent Calendar for the October 24, 1978 meeting will be a request for one SOS-R construction project and PE only for 16 other SOS-R projects.

Wasco County is requesting the construction of the Upper White River Bridge on Crossing Road for an estimate cost of $180,500.

Baker County is requesting a PE project on the Powder River Bridge section on Beaver Creek Road. The estimate cost of the survey is approximately $12,000.

The PE project represented by Benton County is for portions of Soap Creek and Sulphur Roads. The estimated cost is approximately $25,000.

The PE project request for Clackamas County is for the Bonnie Lure Park Bridge on Doughty Road. The estimated cost is approximately $25,000.

Crook County is requesting a PE project on the Old Dry Creek-Ochoco Highway Section on Mill Creek Road. The estimated cost is approximately $10,000.

Grant County is requesting a PE project on N. Fork John Day River Bridge on Ritter Road. The estimated cost is approximately $25,000.

The PE project requested by Klamath County is on Sprague River Bridge on Godows Spring Road and estimated to cost approximately $15,000.

Linn County is requesting a PE project on the Thomas Creek Bridge on Jordan Road. The estimated cost is approximately $25,000.

The PE project requested by Malheur County is for the Jordan Creek Bridge on Danner Road. The estimated cost is approximately $15,000.

Umatilla County is requesting a PE project on two bridges (Sumac and Platt) over McKay Creek on McKay Creek Road. The estimated cost is approximately $25,000.

Washington County is requesting a PE project for two bridges over Rock Creek (MP 0.78 and MP 0.96) on NW 185th. The estimated cost is approximately $25,000.

The request for a PE project by the Willamette National Forest is for replacing guardrail at different locations along Rigdon Road and on South Fork Road. The estimated cost is approximately $25,000.

The request for a PE project by Lincoln County Road District Coronado Shores is for resurfacing their existing roads. The estimated cost is approximately $7,500.

Clackamas County is requesting the PE on two special safety projects-one at the intersection of Skogen Road and 362 Drive and the other between MP 0.5 on MP 1.0 on 232 Drive. The estimated cost is approximately $9,500.

The PE requested by Umatilla County is to improve the intersection of Powerline Road and Hwy 730. The estimated cost is approximately $4,000.

Special Road District #4 in Deschutes County is requesting the PE for the replacement of the bridge over the Little Deschutes River on Bridge Drive. The estimated cost is approximately $5,000.

The Federal funds required for these projects is estimated to be $372,810 and the matching funds by the local governmental entities is $60,690.

These projects have been investigated and are eligible for funding under the Safer Off-Systems Roads Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

HR:lml

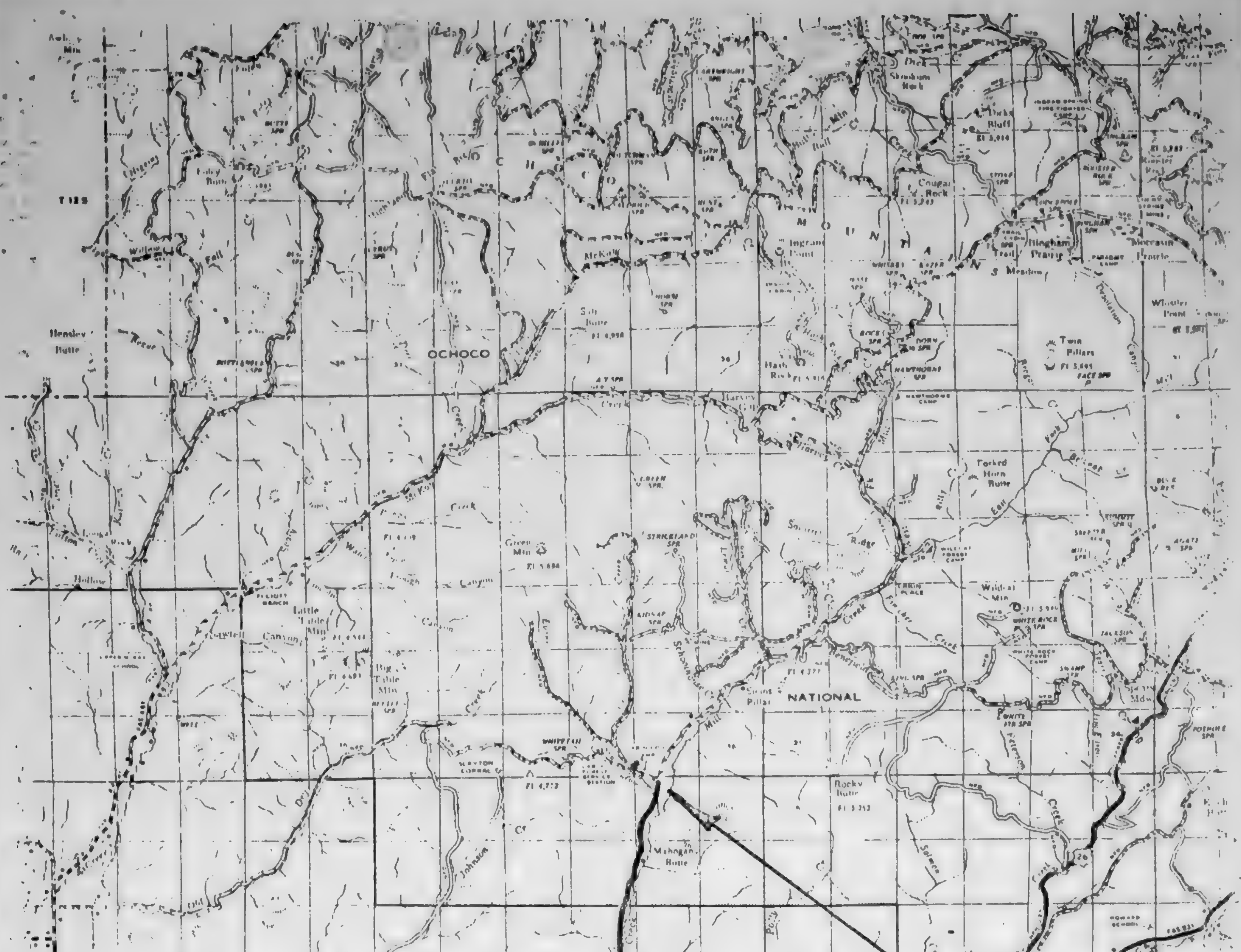
bc:
R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
George Bell
D. N. Harwell
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
A. Shirley, Jr.
Dale Allen
W. E. Schwartz

Crook County
Proposed SOS Project

Old Dry Creek-Ochoco Hwy. Section
Mill Creek Road
Paving and shoulders
5.14 miles
PE only
$10,000

For surfacing a roadway, 28' in width-having 2-10' cold mix travel lanes and 4' shoulders-of which 1' will be cold mix and 3' gravel. No additional R/W.

Engineering by State.


OCHOCO
MOUNTAINS
NATIONAL
FOREST
PRINEVILLE
OCHOCO RESERVOIR
Ochoco Lake State Park
Hensley Butte
Salt Butte
Green Mtn
Little Table Mtn
Big Table Mtn
Mahogany Butte
Rocky Butte
Forked Horn Butte
Twin Pillars
Wildcat Mtn
Steins Pillar
Squaw Ridge
Cougar Rock
Ingram Point
Round Mtn
Dixie Meadows
Cadle Butte
Barnes Butte
T 12 S
R 16 E
R 17 E

Ochoco Hwy - Old Dry Creek Rd Sec

Mill Creek Road

Off System Roads Project

9272

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: October 6, 1978

FROM: Gerald W. Wimer
Local Government Manager

SUBJECT: Early PE
SOS Program

Don Harwell and I met with the AOC-TAC Thursday, October 5, 1978. I pointed out another $500,000 or slightly more could be committed now to additional Group III projects.

Two options exist:

1) Select the next rank order projects or

2) Set aside enough funds to perform PE on the likely 1979 Group Three projects and then the next rank order projects as far as funds go.

Don Harwell objected to number 2 until D. E. Swan indicated the FHWA wouldn't expect a pay back if Congress cancelled the program. With my recommendation the TAC concurred with number 2 based on Swan's input. Al Driver promised to advise Lee Elder, Chairman of the AOC Parks and Transportation Committee, and make certain he agrees. Harwell indicates Noel Klein previously told him anything AOC wanted to do LOC wouldn't object to. Vern Cusack also believes FHWA wouldn't expect repayment for the PE if Congress cancelled the program plus he pictures the pending Federal Legislation having some form of Off-System recognition. He also confirmed FHWA agrees we can program PE one year and construction another.

GWW:dmc
cc: Federal Aid Engineers
Hal Reynoldson
Bill Penhollow
Noel Klein
Vern Cusack

9272

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Bend, Oregon 97701
February 14, 1978

LRAsburry

FROM: L. R. Asburry
Regional Federal Aid Engineer

TO: Gerald Wimer
Local Governments Section
Project Management

SUBJECT: SOSR Project Application
Old Dry Creek-Ochoco Hwy. Sec.
Mill Creek Road
Crook County

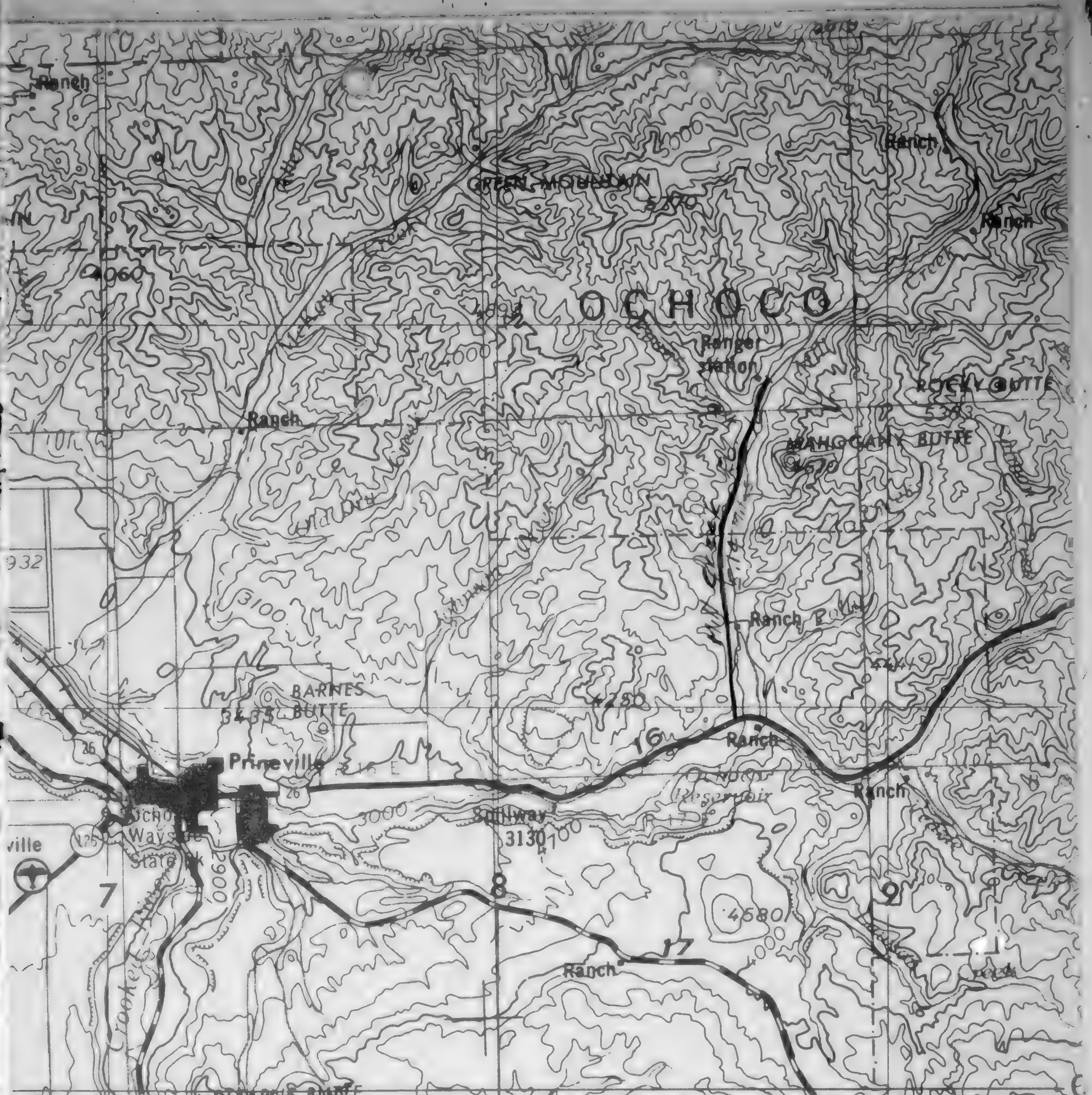
Attached is a Safer Off System Roads application from Crook County. This proposed project is for paving the Old Dry Creek-Ochoco Highway Section of Mill Creek Road.

At the present time there is a contract on this section for grading and base rock. This was also a SOSR project.

Also enclosed is the Project Assessment and an Authority for Survey for preliminary engineering.

LRA:pw
Enclosure

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
✓ FEB 15 1978 m
File: PM FA
LG OP
TAA Zehner



Ranch
GREEN MOUNTAIN
5370
Ranch
Ranch
4060
OCHOCO
Ranger Station
ROCKY BUTTE
MAHOGANY BUTTE
Ranch
Ranch
3100
BARNES BUTTE
3433
Prineville
26
Ochoco Wayside State Pk
126
ville
7
8
9
16
17
18
Spillway
3130
Ochoco Reservoir
3000
4000
Ranch
Ranch
4580
STEARNS BUTTE
4215
4820
EAGLE ROCK
Ranch
3470

Form ~~81-304-3039~~ 9272 'OR ODH0001 IECT 10

OREGON STATE HIGHWAY DIVISION

[illegible] FOR SURVEY

Section	Old Dry Creek-Ochoco Highway	Date	February 14, 1978
Highway	Mill Creek Road, County Road # 507	Authorization No.	1
County	Crook	Survey Prefix	207-1987 (Assigned by Salem office)

Description of termini, route, length, etc.:

County Road No. 507, Mill Creek Road, from Old Dry Creek Road No. 4613 to the Ochoco Highway. Total length 5.14 miles.

Purpose of survey:

Prepare plans, specifications, and estimate of cost for paving.

SOS-0700(2)
1-17-79

Estimate of cost:	Field	901	3,000
	Final Design	905	500
	Soils	910	500
	Specifications	921	1,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 5,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Field Engineer

Recommended for Approval: Robert [illegible] Regional Engineer

Recommended for Approval: Frank E. [illegible] Location Engineer

Approved: Tech. Serv. Mgr. ~~Assistant State Highway Engineer~~

SP*19760-734

9272

FEDERAL AID PROJECT REQUEST

Date 1-18-78

Applicant Agency CROOK COUNTY ROAD DEPARTMENT
Request for: Off-System XX , FAS-C_____, FAUS_____ Project
Federal Aid Route No.__________ Route Name Mill Creek Road
Project Name Mill Creek Paving and Shouldering

Project Length 5.14 miles   Project Location (Attach sketch map)
Project Description Crush material, pave and shoulder 5.0 miles of Mill Creek Road

Average Daily Traffic varies, timber traffic   Design Speed 50

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 28   Travel Lanes 22   Shoulders 3
Medians None   Parking None
Sidewalks None
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 28   Travel Lanes 22 cold mix   Shoulders 3
Medians None   Parking None
Curbed None   Length Curb Radii None
Sidewalk/Bikeway None
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60'   Minimum__________   Maximum__________

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes XX   No__________

3. Will additional right-of-way be needed? Yes__________ No XX
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes__________ No__________
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

ROE RE RCE FAE
RTE RECEIVED GEO
RUE FEB 10 1978 RDE
RSO REGION 4 RBE
ASSIGNED

2. Proposed Signalization:

Location None
Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location None
Approximate Size: Length Width

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No XX

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — By Applicant — Office
2. Environmental — Office
3. Public Hearing — Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant_____ State XX Consultant_____

2. Project construction engineering to be performed by:

Applicant ______ State XX Consultant ______

3. Will applicant perform any work prior to or after award of contract?
Yes ______ No XX
If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 320,000
Right-of-way costs (if participating)	
Traffic control	5,000
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	5,000
PROJECT TOTAL	$330,000

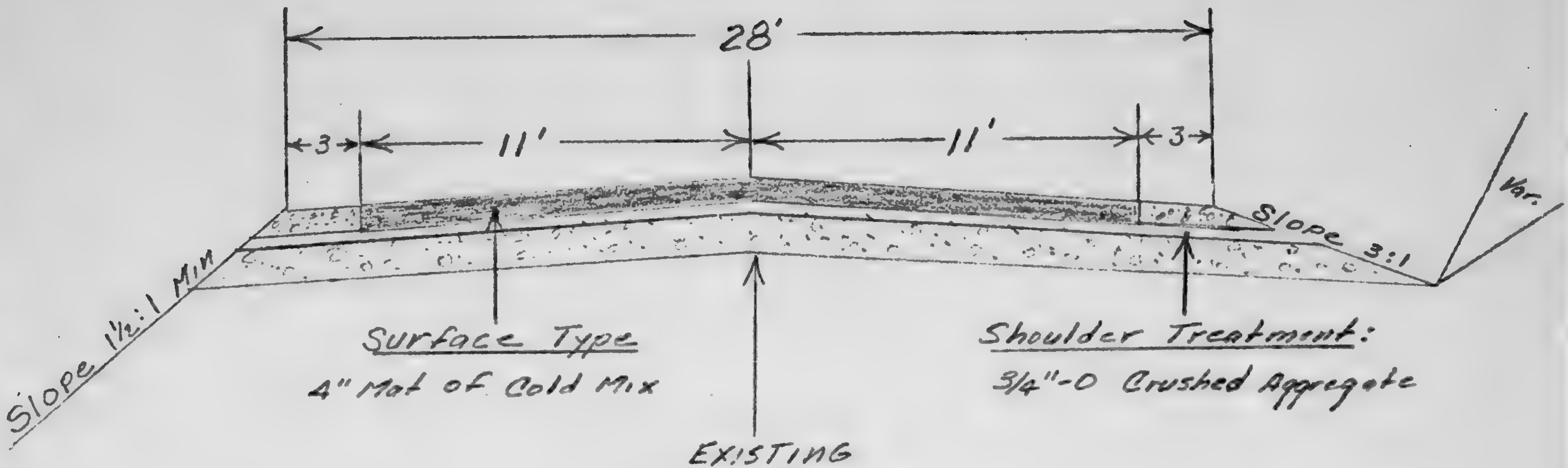
Remarks

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or Crook COUNTY

By ______ By Dick Hoppes - Judge
By ______ By William S Ewing
By Frances L. Burgess

TYPICAL SECTION

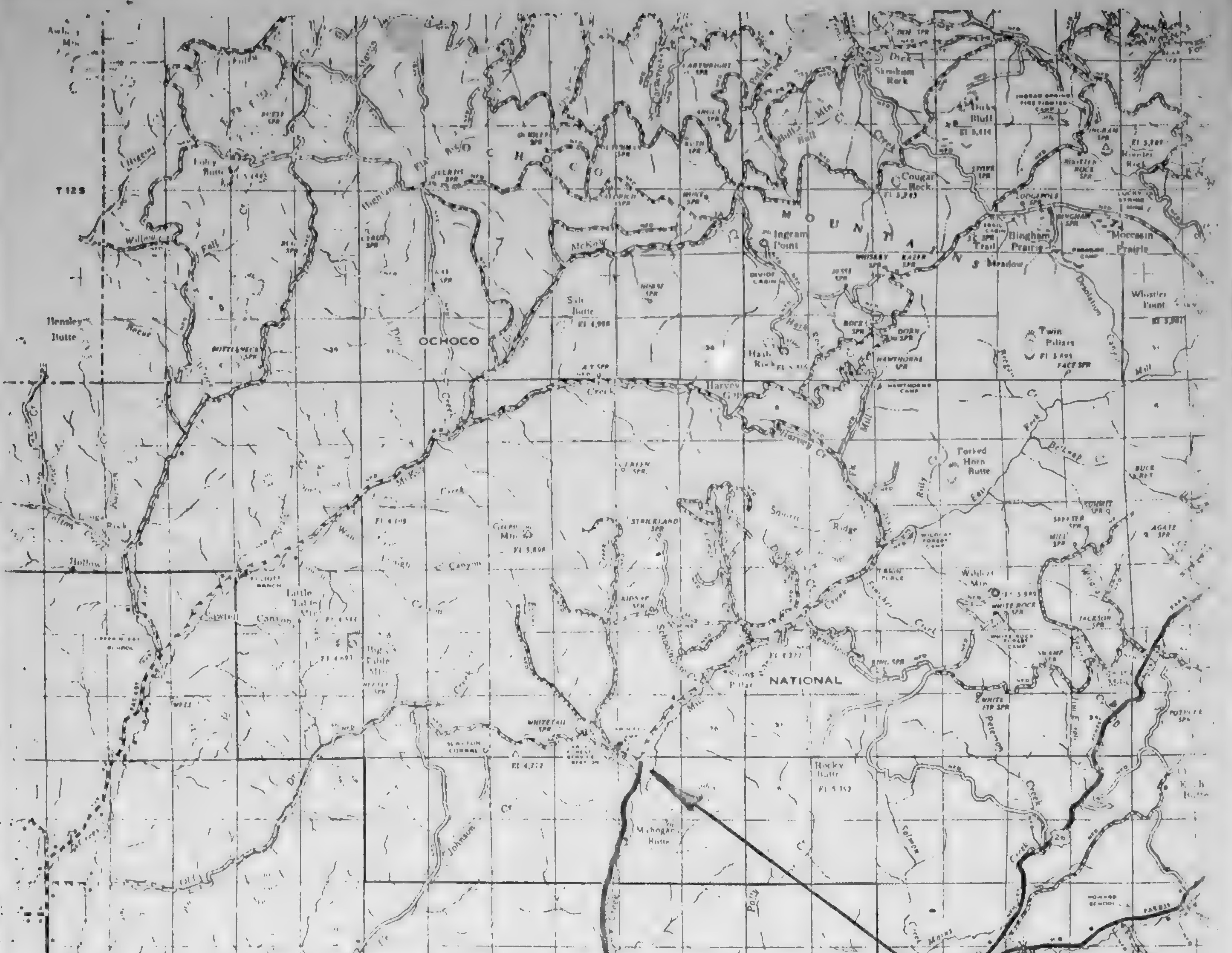

28'
3
11'
11'
3
Slope 1½:1 Min
Slope 3:1
Var.

Surface Type
4" Mat of Cold Mix

EXISTING
Type of Base
10" Comp 2"-0
2" Comp 3/4"-0

Shoulder Treatment:
3/4"-0 Crushed Aggregate

1-18-73
D.A.S.


OCHOCO
MOUNTAINS
NATIONAL
FOREST
PRINEVILLE
Barnes Butte
Ochoco Lake State Park
Ochoco Reservoir
Johnson Creek Reservoir
Hensley Butte
Salt Butte
Ingram Point
Cougar Rock
Bingham Prairie
Moccasin Prairie
Whistler Point
Twin Pillars
Harvey Gap
Forked Horn Butte
Squaw Ridge
Green Mtn
Little Table Mtn
Big Table Mtn
Wildcat Mtn
Steins Pillar
Mahogany Butte
Rocky Butte
Cadle Butte
Mill Creek
Dry Creek
Combs
T12S
R16E
R17E

Ochoco Hwy - Old Dry Creek Rd Sec

Mill Creek Road

Off System Roads Project

9272

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 207-1981

Bend, Oregon, 97701
May 10, 1977

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: L. W. Rulien
Project Management Engineer

SUBJECT: Forest Boundary-Ochoco Highway
Mill Creek Road, SOSR Project
Crook County

Crook County has written to confirm their position that they want this road graded and based for the whole section, before any paving is considered. The top width is to be 28 feet, as discussed at the meeting of May 4, but not mentioned in my memo of May 5. The County standard for roads of this nature is 28 feet, and this falls within our design guidelines and is fine with us.

Wil Robertson will be hand-carrying the details of this project, as an equipment rental job, to Salem on May 10.

David Fenton

DSF:pw

cc: Judge Hoppes
Wil Robertson
Frank Terpin
J. H. Versteeg
Gary Potter
Dave Carter

RECEIVED
MAY 11 1977
LOCATION SECTION

Crook County Court

PHONE (503) 447-6555

DICK HOPPES, Judge
WILLIAM S. EWING, Commissioner
FRANCES BURGESS, Commissioner

CROOK COUNTY COURTHOUSE
PRINEVILLE, OREGON 97754

MEMORANDUM OF RECORD

MILL CREEK ROAD

Pursuant to the meeting involving the citizens of Mill Creek Road on the evening of Wednesday, May 4th, the consensus of opinion by all concerned, including the County of Crook, is to base and grade the approximate five and one-half miles if possible.

If any money is left over, it should be used to pave any portion of the same road beginning at the point of the Ochoco Highway.

Dick Hoppes

Dick Hoppes
Crook County Judge

5/5/77

9272

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
January 17, 1977

FILE: LOC 17
207-1981

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: George Hopkins
Local Gov't Programs Engineer

SUBJECT: Ochoco Hwy.-Old Dry Creek Road
Mill Creek Road
Off-System Project
Crook County

We had a meeting on January 17, 1977, with the Crook County Court to discuss this project. Field work has been completed and sent to Salem. Fred Eriksen has supplied up-to-date cost estimates, which we presented to the County. The $500,000 project limit will do about half of the original project.

The County does not wish to exceed $500,000 in total project costs. In order to accomplish this, the County wants the road graded and based from the Ochoco Highway to Station 171, and paved foom the Ochoco Highway as far north as the money will go. If by some chance (and low bids) the paving can go as far north as Station 171 and there is still money left, then the County would like to apply the funds to minor improvements within the original project scope and limits. Overall formal project limits should not be changed, even though only about half the original job will be done.

Now that most, if not all, questions have been answered, the County is very anxious to get the project under contract. It has been hanging fire for some time. They want OSHD to do the construction engineering, so please have an agreement made up and sent out to me.

David Fenton

DSF:mr

cc: Frank Terpin
J. H. Versteeg

REFERRED TO
Board ____ Reed ____
Cole ____ Sample ____
✓ Eriksen FE ____ Watson ____
Hager ____ Wolfe ____
Return [✓ Discuss] Do File Copy Due____
BY FINAL DESIGN ENGINEER

Versteeg
Olson
Doc
RECEIVED
Requires Reply

1981 Trout Creek Culverts Sec. 9273
on the Hood River Hwy. (Culverts)

9273

L

March 17, 1982

Fireman's Fund Insurance Company
700 E. Multnomah, Suite 600
Portland, OR 97232

CON 5
#9273

Gentlemen or Ladies:

On February 26, 1982, we wrote to you concerning release of final payment on Contract No. 9273 awarded to Delph Construction Co. for the Trout Creek Culverts Project in Hood River County.

Final payment on this contract is $6,009.75 and the total contract amount is $74,436.93 including $2,467.08 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Delph Construction Co.
38422 S.E. Porter Road
Estacada, OR 97023

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9273 CL-82-30

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAR 16 1982
NORMA PAULUS
SECRETARY OF STATE

March 15, 1982

RECEIVED
MAR 17 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

IN REPLY REFER TO
FILE NO.:
CON 5
#9273

Schwab & Hilton
Attorneys at Law
1200 Oregon National Building
610 S.W. Alder Street
Portland, OR 97205

Attention: Scott Howard

FILED
MAR 16 1982
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter of February 26 with attached Notice of Claim and invoice in the amount of $1,380 plus interest from Mercer Industries, Inc., for materials including, but not limited to, reinforcing steel furnished to Walston Concrete.

The claim states this is in reference to the Delph Construction Company Contract No. 9273 for the Trout Creek Culverts Project in Hood River County.

The Fireman's Fund Insurance Company through K.L. & K. Associates, Inc., furnished the bond on this contract. We will advise them and the prime contractor of the receipt of this claim. We note that you filed this notice directly with the Secretary of State.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

FKN:dmc

cc: Delph Construction Co.
38422 S.E. Porter Rd.
Estacada, OR 97023

Fireman's Fund Insurance Co.
700 East Multnomah, Suite 600
Portland, OR 97232

Fireman's Fund Insurance
Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

K.L. & K. Associates, Inc.
500 N.E. Multnomah
Portland, OR 97232

NOTED [illegible]
4-1-82 dmc

bc: ✓ Secretary of State - The attached claim was filed directly by the attorney. Please advise of the filing date and number on enclosed copy of this letter.

SCHWAB & HILTON
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 226-2926

DWIGHT L. SCHWAB
FRANK H. HILTON, JR.
CHARLES SCOTT HOWARD
DAVID A. LOKTING

DENTON G. BURDICK, JR.
(1916-1980)

February 26, 1982

CERTIFIED MAIL
Return Receipt Requested

Norma Paulus
Secretary of State
Salem, OR 97310

Maurice Montgomery, dba
Delph Construction Co.
Route 3, Box 818
Estacada, OR 97023

Oregon State Highway Department
Attention: Robert W. Gormsen
Manager of Commission Services
Room 121 Transportation Building
Salem, OR 97310

Re: Walston Concrete - Bond Claim
Trout Creek Culvert Project

Madam Secretary and Gentlemen:

Enclosed are notices of claim with reference to the Trout Creek Culvert Project, Oregon State Highway Commission number 9273.

Please acknowledge receipt of this notice.

Yours very truly,

Scott Howard
SCHWAB & HILTON

SH:mm
Encl.
cc: Mercer Industries, Inc.
Attention: Mr. Charles R. Speight
Corporate Counsel
cc: Fireman's Fund Insurance
700 NE Multnomah, Suite 600
Portland, OR 97232

CERTIFIED
P05 5328038
MAIL

RECEIVED
MAR 1 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

To: Norma Paulus, Secretary of State
Salem, Oregon 97310

Maurice Montgomery, doing business as
DELPH CONSTRUCTION CO.
Rt. 3, Box 818
Estacada, OR 97023

Oregon State Highway Department
Attention: Robert W. Gormsen
Manager of Commission Services
Room 121 Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Mercer Industries, Inc., has a claim for materials including, but not limited to, reinforcing steel furnished to Walston Concrete in connection with the work known as Trout Creek Culvert Project, OSHC 9273. This contract was let by Oregon State Highway Commission to Maurice Montgomery, dba Delph Construction Co. as the general contractor. The claim is in the sum of $1,380.00 together with interest at the rate of 18% per annum from October 14, 1981 against the bond taken from Maurice Montgomery dba Delph Construction Co. as principal and Fireman's Fund Insurance Co. as surety for the foregoing work. This notice is given pursuant to the requirements of ORS 279.526 and ORS 279.528.

Dated this 24th day of February, 1982.

MERCER INDUSTRIES, INC.
By Charles R. Speight
Charles R. Speight
Corporate Counsel

RECEIVED
MAR 1 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MERCER INDUSTRIES, INC

26 N.W. 26 AVE. PORTLAND, OREGON 97210
(503) 226-2511

S0-597529

F.O.B. ☐ WAREHOUSE ☐ JOB

MAKE CHECKS PAYABLE TO
MERCER INDUSTRIES, INC.
P.O. BOX 10166
PORTLAND, OR. 97210

MASTER ORDER #

PHONE

ACCT. NO. 7 1 89 00 00

PURCHASED FROM	NUMBER	COST

CODE LEGEND
A = STOCK
B = PURCHASE OUT
C = MANUFACTURED

SOLD TO
Walston Concrete
P.O. Box 94
CLACKAMAS. ORIGON ZIP CODE 97015

SHIP TO
Trout Cr. Overflow Str.

AN EQUAL OPPORTUNITY EMPLOYER

ORDER DATE	CUSTOMER ORDER NO.	CREDIT	SHIP VIA	REQUIRED SHIPPING DATE	PRODUCTION ORDER NO.	FREIGHT
/ /						○ COLLECT ○ PREPAID

CONFIRMATION DATE / /

○ LOKTITE ○ TRIMLITE ○ BRONZE ○ MILL ○ SINGLE ○ DOUBLE ○ WITH SCREENS ○ W/O SCREENS

SHIP: ○ DIRECT ○ WHSE.

B/O	QUANTITY ORDERED	SHIPPED	CODE	ITEM NUMBER	FINISH SIZE DESCRIPTION	SERIES #	WEIGHT	UNIT PRICE	AMOUNT
					Lot # 2774				
				108004		2271 *			
				108005		2314			
				108006		67			
				108008		416			
						5068 *			

RECEIVED
MAR 1 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INVOICE NUMBER	DATE SHIPPED	FOR C.O.D. ORDERS ONLY COLLECT PRIOR TO DELIVERY	$		
	5 6 81				
	SALESMAN	LOCATION	TAX CODE	BILLING DATE	JOB NUMBER	SALES ORDER NO.	TOTAL
07644	164	1	89	9 14 81	—	S0-597529	$ 1380 00

9273

L

3-4-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Donald M. Drake Co. No. 9046	Columbia Slough Structures Multnomah County	Feb. 17, 1982
Morse Bros.Prestress,Inc. No. 9106	Multnomah Co. Maintenance & Operations Fac., Phase 2 Multnomah County	Feb. 19, 1982
J. C. Compton Co. No. 9213	Cannon Beach Jct.-Necanicum Jct. Clatsop County	Feb. 19, 1982
E. Carl Schiewe, Inc. No. 9219	Columbia River-Lake Road Multnomah County	Feb. 22, 1982
J. C. Compton Co. No. 9249	Hayesville Intchge-Battle Cr. Marion County	Feb. 22, 1982
Wildish Const. Co. No. 8975	Willamette River-Goshen Lane County	Feb. 24, 1982
Hamilton Elect., Inc. No. 9142	NW Nye St.-Ore. Coast Hwy. (Newport) & Corvallis/Newport Hwy. & John Moore Rd. Lincoln County	Feb. 24, 1982
Delph Const. Co. No. 9273	Trout Creek Culverts Hood River County	Feb. 25, 1982
R. L. Coats No. 9351	SCL Madras-Madras/Prineville Hwy. Jct. Jefferson County	March 2, 1982
R. L. Coats No. 9315	Swalley Canal-McKenzie/Bend Intchge. Deschutes County	March 2, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Roy L. Houck Const. Co. No. 9233	Cascade Hwy. S. @ Warner/ Milne Rd. (Oregon City) Clackamas County	March 3, 1982
Lundeen Coatings Corp, No. 9335	Willamette River (Jasper) Br. Lane County	March 3, 1982

March 4, 1982 O. B. Jackmond

For C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9273

L.

CON 5

DATE: November 6, 1981

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Trout Creek Culverts Section
Hood River Highway
Contract No. 9273

This state-financed project for the construction of a 72-inch culvert is nearing completion with only minor contractor obligations remaining. It is now apparent that the final contract costs will exceed the amount authorized by an estimated $28,197.39 or 38 percent.

The major cause for the increased project cost was the need for the furnishing of bedding and backfill material for the culvert. The existing material had to be hauled to the project for this purpose. State forces hauled and stockpiled the material for the contractor's use at a cost of $13,984.

Because of poor sight distance, three flaggers were needed rather than the anticipated two and this resulted in an increased cost of $4,358. The need for additional riprap, shoulder aggregate and cleaning of the creek bed resulted in additional costs of $2,020, $2,250 and $2,143, respectively. Engineering charges are expected to exceed that anticipated by approximately $5,500, primarily due to the travel time required to reach the project.

It is recommended that the Project Authorization be increased by $28,197.39 to a new total of $102,405.99.

This matter will be on the consent calendar for the November 18 meeting.

OBJ:WR:mk md

bcc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Dale Allen
D. H. Moehring
George Bell

9273

4

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: November 5, 1981

FROM: For O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Trout Creek Culverts Section
Hood River Highway
Contract No. 9273

NOTED
H. S. COULTER

This State financed project for the construction of a 72-inch culvert is nearing completion with only minor contractor obligations remaining. It is now apparent that the final contract costs will exceed the amount authorized by an estimated $28,197.39 or 38 percent.

The major cause for the increased project cost was the need for the furnishing of bedding and backfill material for the culvert. The existing material proved to be unsuitable for use as pipe backfill and material had to be hauled to the project for this purpose. State forces hauled and stockpiled the material for the contractor's use at a cost of $13,984.

Because of poor sight distance, three flaggers were needed rather than the anticipated two and this resulted in an increased cost of $4,358. The need for additional riprap, shoulder aggregate and cleaning of the creek bed resulted in additional costs of $2,020, $2,250 and $2,143 respectively. Engineering charges are expected to exceed that anticipated by approximately $5,500 primarily due to the travel time required to reach the project.

A rough draft letter to the Transportation Commission requesting an increase of $28,197.39 is attached. Also attached is an Expected Overrun of Project Authorization form.

OBJ:WR:mk

Attach.

cc: Dale Allen
Reid Meritt
Robert Church

1273

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: TROUT CREEK CULVERT
WEEK ENDING: August 22, 1981
SECTION PREFIX: 114-1498
HIGHWAY: HOOD RIVER
COUNTY: Hood River
NAME OF JOB: TROUT CREEK CULVERT
KIND OF WORK: Culvert Installation
CONTRACTOR: Delph Construction Inc.
CONTRACT NUMBER: 9273
FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: April 1, 1981
DATE WORK STARTED: April 14, 1981
ESTIMATED COMPLETION DATE: July 23, 1981
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS
SPECIFIED CALENDAR DAYS: 100
WORK DAYS USED
CALENDAR DAYS USED: 88
SPECIFIED COMPLETION DATE: —
PERCENT OF TIME ELAPSED: 88
PROJECT AUTHORIZATION: $ 74,208.60
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 67,727,50
ENGINEERING AUTHORIZATION: $ 6,481.10
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 84,873.49
ENGINEERING COST TO DATE: $ 6,450.00
DATE PROJECT WAS COMPLETED: July 10, 1981
ESTIMATED PERCENT: OVERRUN 25 %
PERCENT OF AUTHORIZATION: 99 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	72" culvert	Overflow Str
100%	100%	100%	100%	100%	n/a	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS		PAVING
MILES IN PROJECT				520 ft.	31.5 ft.
MILES PARTIALLY COMPLETED				520 ft.	31.5 ft.
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)				520 ft.	31.5 ft.
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				completed	completed
NUMBER OF SHIFTS PER DAY				–	–
HOURS PER SHIFT				–	–

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	16	Fair	0		
MONDAY	17	Rair	0		
TUESDAY	18	Fair	0		
WEDNESDAY	19	Rair	0		
THURSDAY	20	Fair	0		
FRIDAY	21	Fair	0		
SATURDAY	15	Fair	0		

K

RECEIVED
AUG 24 1981
CONSTRUCTION BRANCH
OM
CA
LE
TC
FE
CP
SCS
ED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 16	NO ACTIVITY ALL WEEK BY CONTRACTOR
MONDAY 17	
TUESDAY 18	
WEDNESDAY 19	
THURSDAY 20	
FRIDAY 21	
SATURDAY 22	

REMARKS

Contract completed on July 10, 1981, at which time the 2nd Notification was submitted. Semi-final estimate ready for submittal. Request for increase in project authorization has been submitted. 3rd Notification pending receipt of Force Account billing from the contractor.

SIGNED For W.R. Meritt LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-7216

9273

L.

August 17, 1981

Mr. Ronald M. Somers
Attorney at Law
106 E. Fourth Street
The Dalles, OR 97058

CON 5
#9273

Dear Mr. Somers:

Thank you for your letter of August 11, 1981, with attached Release of Lien from Mid-Columbia Asphalt Company in connection with a claim in the amount of $5,130.

You state this is in reference to the Delph Construction Company Contract No. 9273 for the Trout Creek Culverts Project on the Hood River Higaway in Hood River County.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc Delph Construction Co.
38422 S. E. Porter Road
Estacada, OR 97023

Fireman's Fund Insurance Co.
700 E. Multnomah, Suite 600
Portland, OR 97232

fkn

RONALD M. SOMERS
ATTORNEY AT LAW
106 E. FOURTH STREET
THE DALLES, OREGON
97058

P. O. BOX 618
PHONE 296-2181

August 11, 1981

Mr. Fred B. Klaboe
Director of Transportation
135 Transportation Building
Salem, Oregon 97310

Mr. Robert W. Gormsen, Manager
Commission Services
121 Transportation Building
Salem, ORegon 97310

Fireman's Fund Insurance Co.
KL&K Associates, Inc.
Lloyd 500 Building
Portland, Oregon

Mr. Maurice Montgomery, dba
Delph Construction Co.
Route 3, Box 818
Estacada, Oregon 97023

RE: Mid-Columbia Asphalt Co. - Lien

Gentlemen:

Enclosed herein for each of you is a Release of Lien signed by Mr. Brian Sims of Mid-Columbia Asphalt Co.

Very truly yours,

Ronald M. Somers

RMS:mz

Enclosure

cc: Mr. Bob Wenzel
Mid-Columbia Asphalt Company
P. O. Box 680
Hood River, Oregon 97031

RECEIVED
DOT DIRECTOR
AUG [illegible] '81
REFERRED TO
FOR

RECEIVED
AUG 13

RECEIVED
STATE HWY ENGR
AUG 12 '81
REFER TO
FOR

Orig to

RELEASE OF LIEN

TO: Fred B. Klaboe, Director of Transportation
135 Transportation Building
Salem, Oregon 97310

TO: Robert W. Gormsen, Manager - Commission Services
121 Transportation Building
Salem, Oregon 97310

TO: Fireman's Fund Insurance Co.
KL&K Associates, Inc.
Lloyd 500 Building
Portland, Oregon

TO: Maurice Montgomery, dba
Delph Construction Co.
Route 3, Box 818
Estacada, Oregon 97023

NOTICE IS HEREBY GIVEN that the undersigned who has claimed a lien on the 14th day of July, 1981 in the amount of $5,130.00 against the bond posted by Maurice Montgomery, dba Delph Construction Co. as Principal, and Fireman's Fund Insurance Co., as Surety for 380 c.y. Truck Measure Rip Rap for State Highway Project at Section - Trout Creek Culverts, State Prefix #114-11101, State Project #ORE 9283, and against any amount yet unpaid to the above Contractor at Route 3, Box 818, Estacada, Oregon 97023 has been paid and his aforesaid claimed lien is herewith released.

DATED this 5th day of August, 1981.

NAME OF CLAIMANT FIRM:

MID-COLUMBIA ASPHALT CO.
P. O. Box 680
Hood River, Oregon 97031

CLAIMANT

By ______________________
Brian Sims

Title Vice-President/Secretary

attach to our
yellow

RONALD M. SOMERS
ATTORNEY AT LAW
106 E. FOURTH STREET
THE DALLES, OREGON
97058

P. O. BOX 618
PHONE 296-2181

July 22, 1981

Mr. Maurice Montgomery, dba
Delph Construction Co.
Route 3, Box 818
Estacada, Oregon 97023

RE: Mid-Columbia Asphalt Co.

Dear Mr. Montgomery:

This is to advise youtthe Lien will be released upon clearance of the $5,130 check at the Clackamas County Bank, which check was received by this office yesterday and delivered to Mid-Columbia Asphalt this date.

Had this sum been paid by Cashier's check or cettified check a release by return mail would have been prepared.

Very truly yours,

Ronald M. Somers

RMS:mz

cc: Mr. Fred B. Klaboe, Director of Transportation
cc: Mr. Robert W. Gormsen, Manager
Commission Services
cc: Fireman's Fund Insurance Co.
KL&K Associates
cc: Mid-Columbia Asphalt Co.

MAURICE MONTGOMERY
OWNER

PHONE: (503) 630-7167

DELPH CONSTRUCTION CO.
RT. 3 BOX 818
ESTACADA, OREGON 97023

July 17, 1981

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Fred Klaboe, Director of Transportation
135 Transportation Building
Salem, OR 97310

Mr. Robert W. Gormsen, Manager
Commission Services
121 Transportation Building
Salem, OR 97310

Fireman's Fund Insurance Company
K L & K Associates, Inc.
Lloyd 500 Building
Portland, OR

Ronald M. Semers
106 East Fourth Street
The Dalles, OR 97058

RE: Mid-Columbia Asphalt Claim of $5130.00

Gentlemen:

The statement and billing for the above referenced company was received only two days ago as shown on the enclosed copy of the envelope showing the postage date.

Enclosed please find a check in the amount of $5130.00 - payment in full. I would appreciate a lien release by return mail with copies to the concerned parties.

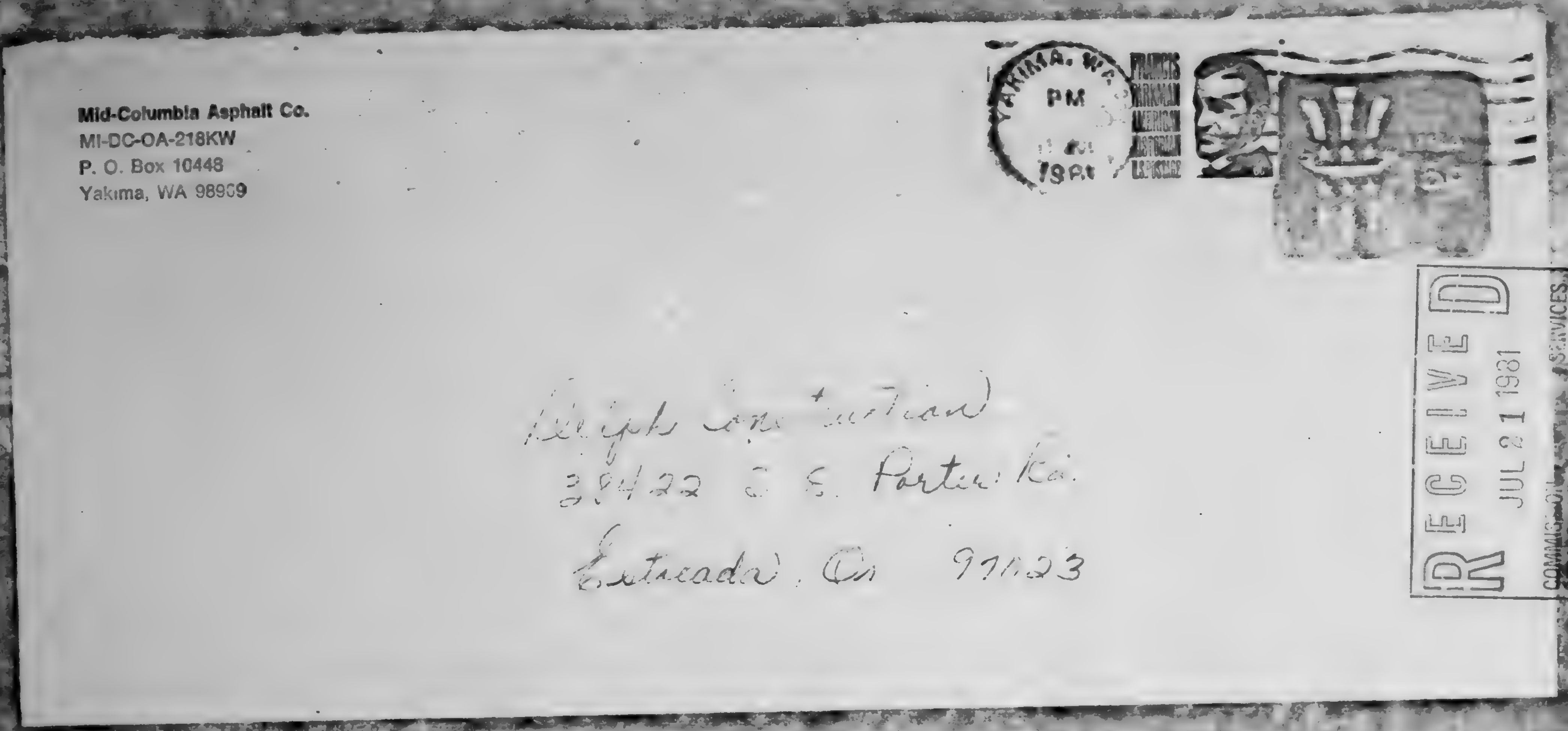
One thing about Mid-Columbia, if they cannot buy out the competition they will do anything they can to get rid of the competition.

Very Truly Yours,

Delph Construction Co.
Maurice Montgomery, Owner

MM:cej
cc: Mid-Columbia Asphalt
P.O. Box 680
Hood River, OR 97031

RECEIVED
JUL 21 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION



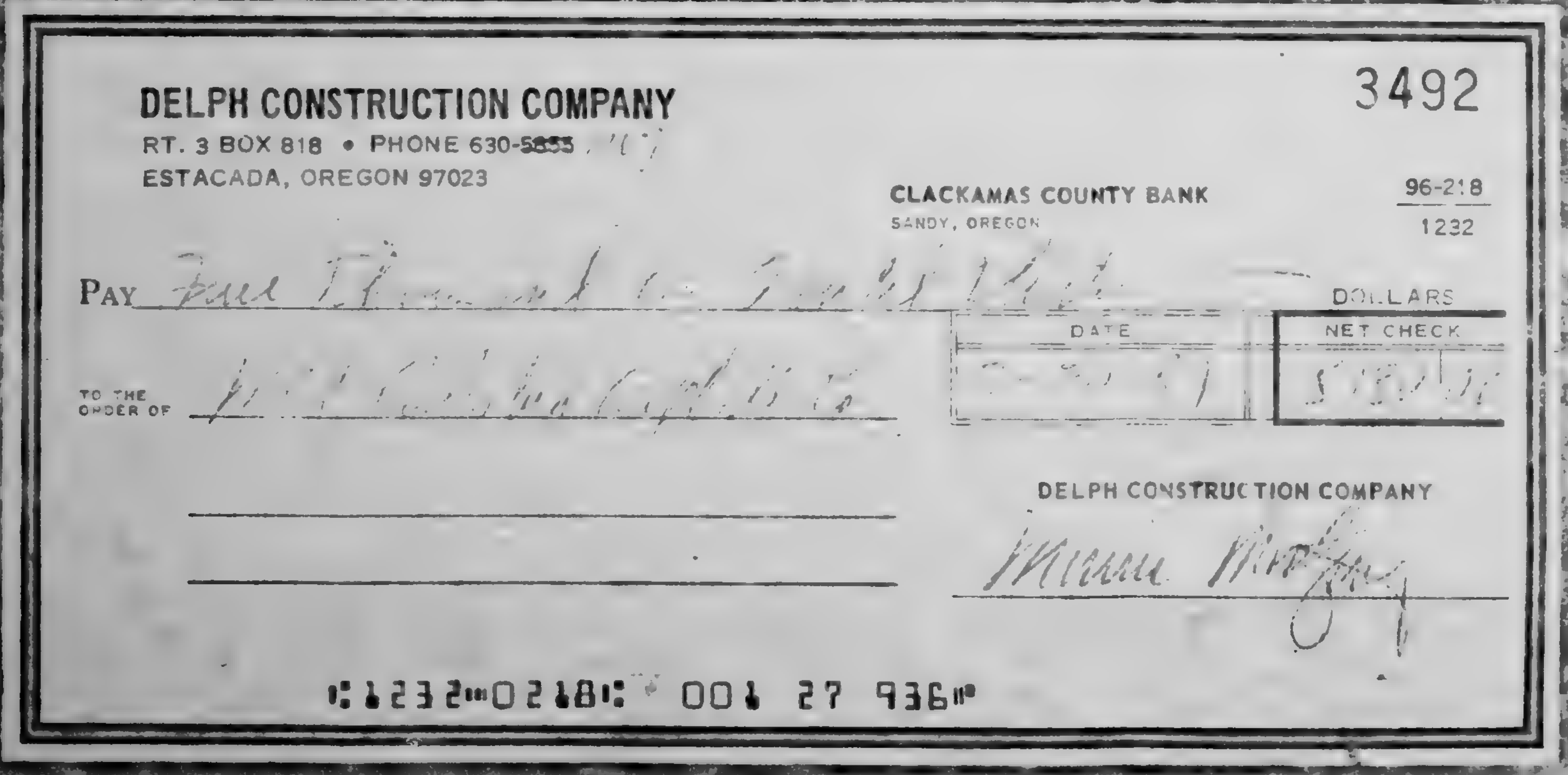
Mid-Columbia Asphalt Co.
MI-DC-OA-218KW
P. O. Box 10448
Yakima, WA 98909

YAKIMA, WA
PM
1981

FRANCIS PARKMAN
AMERICAN HISTORIAN

Delph Construction
38422 S. E. Porter Rd.
Estacada, Or 97023

RECEIVED
JUL 21 1981
COMMISSION ... SERVICES
DEPARTMENT OF TRANSPORTATION



DELPH CONSTRUCTION COMPANY
RT. 3 BOX 818 • PHONE 630-5855
ESTACADA, OREGON 97023

3492

CLACKAMAS COUNTY BANK
SANDY, OREGON

96-218
1232

PAY [illegible] DOLLARS

TO THE ORDER OF [illegible]

DATE [illegible]

NET CHECK [illegible]

DELPH CONSTRUCTION COMPANY

⑆1232⑈0218⑆ 001 27 936⑈

[illegible] in full to date

RECEIVED
JUL 21 1981
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

#7273 L.

RONALD M. SOMERS
ATTORNEY AT LAW
106 E. FOURTH STREET
THE DALLES, OREGON
97058

P. O. BOX 618
PHONE 296-2181

August 11, 1981

Mr. Fred B. Klaboe
Director of Transportation
135 Transportation Building
Salem, Oregon 97310

Mr. Robert W. Gormsen, Manager
Commission Services
121 Transportation Building
Salem, ORegon 97310

Fireman's Fund Insurance Co.
KL&K Associates, Inc.
Lloyd 500 Building
Portland, Oregon

Mr. Maurice Montgomery, dba
Delph Construction Co.
Route 3, Box 818
Estacada, Oregon 97023

RECEIVED
DOT DIRECTOR
AUG 12 '81
REFER TO
[illegible]
FOR
Info Prep R/D D/R Sign Act File

RE: Mid-Columbia Asphalt Co. - Lien

Gentlemen:

Enclosed herein for each of you is a Release of Lien signed by Mr. Brian Sims of Mid-Columbia Asphalt Co.

Very truly yours,

Ronald M. Somers

RMS:mz

Enclosure

cc: Mr. Bob Wenzel
Mid-Columbia Asphalt Company
P. O. Box 680
Hood River, Oregon 97031

Orig to

RECEIVED
STATE HWY ENGR
AUG 12 '81
REFER TO
[illegible]
FOR
Info Memo R/D D/R Sign Act File
☒ Act

8/13

RELEASE OF LIEN

TO: Fred B. Klaboe, Director of Transportation
135 Transportation Building
Salem, Oregon 97310

TO: Robert W. Gormsen, Manager - Commission Services
121 Transportation Building
Salem, Oregon 97310

TO: Fireman's Fund Insurance Co.
KL&K Associates, Inc.
Lloyd 500 Building
Portland, Oregon

TO: Maurice Montgomery, dba
Delph Construction Co.
Route 3, Box 818
Estacada, Oregon 97023

NOTICE IS HEREBY GIVEN that the undersigned who has claimed a lien on the 14th day of July, 1981 in the amount of $5,130.00 against the bond posted by Maurice Montgomery, dba Delph Construction Co. as Principal, and Fireman's Fund Insurance Co., as Surety for 380 c.y. Truck Measure Rip Rap for State Highway Project at Section - Trout Creek Culverts, State Prefix #114-11101, State Project #ORE 9283, and against any amount yet unpaid to the above Contractor at Route 3, Box 818, Estacada, Oregon 97023 has been paid and his aforesaid claimed lien is herewith released.

DATED this 5th day of August, 1981.

NAME OF CLAIMANT FIRM:

MID-COLUMBIA ASPHALT CO.
P. O. Box 680
Hood River, Oregon 97031, CLAIMANT

By ______________
Brian Sims

Title Vice-President/Secretary

IL 7273

L. 7

RONALD M. SOMERS
ATTORNEY AT LAW
108 E. FOURTH STREET
THE DALLES, OREGON
97058

P. O. BOX 619
PHONE 296-2161

July 22, 1981

Mr. Maurice Montgomery, dba
Delph Construction Co.
Route 3, Box 818
Estacada, Oregon 97023

RE: Mid-Columbia Asphalt Co.

Dear Mr. Montgomery:

This is to advise youtthe Lien will be released upon clearance of the $5,130 check at the Clackamas County Bank, which check was received by this office yesterday and delivered to Mid-Columbia Asphalt this date.

Had this sum been paid by Cashier's check or certified check a release by return mail would have been prepared.

Very truly yours,

Ronald M. Somers

RMS:ms

cc: Mr. Fred B. Klaboe, Director of Transportation
cc: Mr. Robert W. Gormsen, Manager
Commission Services
cc: Fireman's Fund Insurance Co.
KL&K Associates
cc: Mid-Columbia Asphalt Co.

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUL 27 '81
REFER TO
FOR

RECEIVED
DOT DIRECTOR
JUL 24 '81
REFER TO
Coulter
FOR
Info | Answ | R/D | D/R | Sign | Act | File

9273 5618

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JUL 20 1981
NORMA PAULUS
SECRETARY OF STATE

July 17, 1981

IN REPLY REFER TO
FILE NO.:

CON 5
#9273

Mr. Ronald M. Somers
Attorney at Law
106 E. Fourth Street
The Dalles, OR 97058

FILED
JUL 20 1981
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter of July 14 with attached Notice of Unpaid Claim on behalf of Mid-Columbia Asphalt Company indicating that $5,130 is due your client for rip rap furnished on Contract No. 9273.

The claim states this is in reference to the Delph Construction Company Contract No. 9273 for the Trout Creek Culverts Project on the Hood River Highway in Hood River County.

From your letter it indicates you have furnished copies of the claim to the surety furnishing the bond on this contract, Fireman's Fund Insurance Company, and to the prime contractor. We will file this claim with the Secretary of State.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jas

cc: Delph Construction Co.
38422 S.E. Porter Rd.
Estacada, OR 97023

Fireman's Fund Insurance Co.
700 E. Multnomah, Suite 600
Portland, OR 97232

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RONALD M. SOMERS
ATTORNEY AT LAW
106 E. FOURTH STREET
THE DALLES, OREGON
97058

P. O. BOX 618
PHONE 296-2161

July 14, 1981

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Fred B. Klaboe, Director of Transportation
135 Transportation Building
Salem, Oregon 97310

Mr. Robert W. Gormsen, Manager
Commission Services
121 Transportation Building
Salem, Oregon 97310

Fireman's Fund Insurance Co.
KL&K Associates, Inc.
Lloyd 500 Building
Portland, Oregon

Mr. Maurice Montgomery, dba
Delph Construction Co.
Route 3, Box 818
Estacada, Oregon 97023

RECEIVED
[illegible]
JUL 15 '81
REFER TO
FOR
Info | Appr | R/D | D/R | Sign | Act | File

RE: Mid-Columbia Asphalt Co.
Claim of $5,130.00

Gentlemen:

Enclosed herein for each of you is a Notice of Unpaid Claim signed by Mr. Brian Sims of Mid-Columbia Asphalt Co.

Very truly yours,

Ronald M. Somers

RECEIVED
JUL 17 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RMS:mz

Enclosure

cc: Mid-Columbia Asphalt Co.
P. O. Box 680
Hood River, Oregon 97031

RECEIVED
JUL 16 1981
LEGAL

NOTICE OF UNPAID CLAIM

TO: Fred B. Klaboe, Director of Transportation
135 Transportation Building
Salem, Oregon 97310

TO: Robert W. Gormsen, Manager - Commission Services
121 Transportation Building
Salem, Oregon 97310

TO: Fireman's Fund Insurance Co.
KL&K Associates, Inc.
Lloyd 500 Building
Portland, Oregon

NOTICE IS HEREBY GIVEN that the undersigned has a claim in the amount of Five Thousand One Hundred Thirty and 00/100 Dollars (5,130.00) against the bond posted by Maurice Montgomery, dba Delph Construction Co., as Principal, and Fireman's Fund Insurance Co., as Surety for 380 c.y. truck measure Rip Rap for State Highway Project at Section - Trout Creek Culverts, State Prefix #114-11101, State Project #ORE 9273, and against any amount yet unpaid to the above contractor at Route 3, Box 818, Estacada, Oregon 97023, by reason of his contract with said public body for the above described labor, services and/or materials.

DATED this 13 day of July, 1981.

NAME OF CLAIMANT FIRM:

MID-COLUMBIA ASPHALT CO.
P. O. Box 680
Hood River, Oregon 97031
CLAIMANT

By

Title Vicepresident/ Sec.

RECEIVED
JUL 17 [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#9273

L

July 15, 1981

Hood River Sand, Gravel, &
Ready-Mix, Inc.
2630 Old Columbia River Drive
Hood River, OR 97031

CON 4

Attention: Dubber Zorza

Gentlemen:

Enclosed for your use is a copy of a section of the Oregon Revised Statutes which covers contractor's claims.

The notice of claim may be in letter form addressed to this office. Please include the amount, contract number, etc., as outlined in orange in the statutes.

This office in turn will file your claim with the Secretary of State. We will also officially notify the prime contractor and the surety. The establishment of this filing date is to your advantage.

We are pleased to assist you and stand ready to help you in any way that we can.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:js
Enclosed

Hood River Sand, Gravel, & Ready-Mix, Inc.

Concrete to all Specifications

HOOD RIVER, OREGON 97031 • PHONE (503) 386-1400

June 30, 1981

Robert Gormsen
121 Transportation
Salem, Oregon 97310

Dear Mr. Gormsen:

We are contacting you in reference to materials we supplied to Delph Construction for the Troutcreek Culvert Job, contract #9273.

Our company supplied materials for this job from April 30, 1981 thru 6/10/81, with a total material cost of $3488.70.

As of this date we have not received payment. We would like to know the procedure for filing a lien against their bond.

Sincerely,

Dubber Zorza
Dubber Zorza
Hood River Sand & Gravel

DZ/tks

RECEIVED
JUL [illegible] 1981
[illegible]
DEPARTMENT OF TRANSPORTATION

9273

281

ROAD DESIGN SECTION 378-6558

J. B. Boyd, Manager
Right of Way Section

June 25, 1981

J. H. Versteeg
Road Design Engineer

File 52135
Trout Creek Culverts Section
Hood River Highway
Hood River County

Attached is a description, an authorization, correspondence and prints for one file for the subject project, which was requested by Rod Henry of the Right of Way Section in his letter of June 22, 1981.

The parcel is required for maintenance purposes.

By: R

Robert R. Rounds
R/W Descriptions Supervisor

RRR:rlr
Attachments

9273

281

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/25/81
Donald L Roust

March 26, 1981 Bid Letting ____ All Clear Deadline

SECTION Trout Creek Culverts
Highway Hood River (281)
County Hood River Region 1
Type of Work Culverts Funds State
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

~~DEQ Controls~~

N/A No Fed Funds

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☐	☒	☒	☒	☒
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☐	☒	☐	☐	☒
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☒	☐	☐	☐	☐

9273

281

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

6-24-80

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME Trout Creek Culverts	
HIGHWAY NAME Hood River	HIGHWAY NUMBER 281

REGION 1	ADMINISTRATIVE DISTRICT 2C	COUNTY Hood River	CITY

LENGTH 0.1 — MILEPOST NUMBER 13.02 TO 13.12 — ☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO — IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER culverts

PROJECT DESCRIPTION

Replace two existing 3'X6' concrete box culverts with culvert pipe that carry Trout Creek as it crosses beneath the Hood River Highway at M.P. 13.02 and M.P. 13.12 respectively. There is one culvert at each location.

The existing culverts need to be replaced because Hood River County is replacing a combined 48" and 24" culvert installation with a single 84" culvert upstream from the highway culverts.

Until now, the undersized county culverts have acted as an upstream impoundment basin. When the County increases their culvert size during summer 1980, the highway culverts will then be a constriction in the flow of Trout Creek.

An alternative to replacing the existing culverts is to place a second culvert pipe along side each existing culvert. The existing culverts are in good condition. This alternative will be evaluated during preliminary engineering.

At the upstream location (M.P. 13.12), minor channel realignment work needs to be done at the culvert inlet.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1978 - 1,850	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) N/A	DESIGN STANDARDS N/A	TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

REFERRED TO

Beard
Cole
Eriksen
Hager

✓

Stoudenmeyer
Mann
Watson
Dorn
Leu

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
4 Trout
Wakerlig

[✓ eturn] Discuss Do File Copy Due

Y FINAL DESIGN ENGINEER

RECEIVED
JUL 08 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

APPROVED
Frank E.
Location Engineer
Date 6/24/80

FORM 734-1730 (12-78) Page 1

3 · FEATURES

	EXISTING NUMBER AND WIDTH	OPOSED NUMBER AND WIDTH
TRAVEL LANES	Two 12'	same
SHOULDERS	varies: 4' to 10'	same
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		make culverts long enough to provide for future bikeway
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures (box culverts)	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River	☐	☒	☐
Stream Trout Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☐	☒
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ______________________

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☐	☒
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

	(Region)	(Salem)
RECOMMENDED CONSTRUCTION DATE		August 28 '80

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

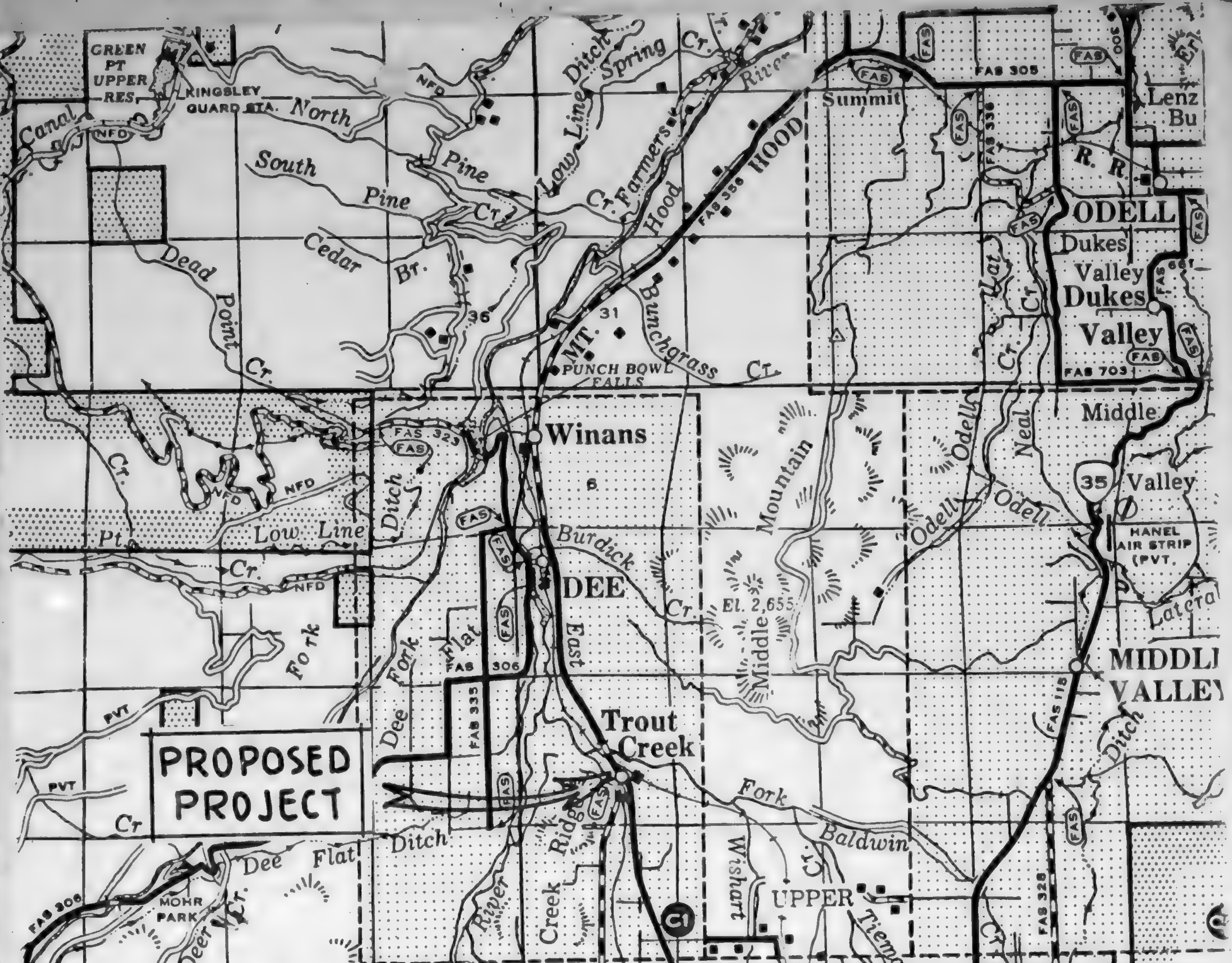
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 9,600	11,100
RIGHT OF WAY		
TRAFFIC CONTROL	5,000	8,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	95,000	95,000
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	$ 109,600	114,100

SUBMITTED BY ____________________


GREEN PT UPPER RES.
KINGSLEY GUARD STA.
Canal
NFD
North
South
Pine
Cr.
Low Line Ditch
Spring Cr.
Farmers
Hood River
MT. HOOD
FAS 356
Cedar
Br.
Dead
Point
Cr.
36
31
Bunchgrass
Cr.
PUNCH BOWL FALLS
Summit
FAS 305
FAS 336
FAS 300
R. R.
Lenz
Bu
ODELL
Dukes Valley
Dukes Valley
FAS 703
FAS
Lat
Winans
FAS 323
6
Ditch
Low Line
Pt.
Cr.
Burdick
DEE
Cr.
East
Fork
Dee
Flat
FAS 306
FAS 335
Mountain
Middle
El. 2,655
Odell
Neal
Middle
Valley
35
HANEL AIR STRIP (PVT.)
Lateral
MIDDLE VALLEY
FAS 118
Ditch
Trout Creek
PROPOSED PROJECT
PVT
Fork
Baldwin
Wishart
Cr.
UPPER
Tieman
Ridge
Dee Flat Ditch
MOHR PARK
Deer Cr.
FAS 306
River
Creek
Trout
FAS 662
Trout
Cr.
FAS 662 SPUR
FAS 356
C1
Emil
FAS 580
FAS 328
Hood
Cr.
Mt. Hood
ZIBA DIMMICK STATE PARK
Eastside
NFH
El. 3,
RIDGE
T
Roger Cr
31
36
Tony
BASE
FAS 344
FAS 343
FAS 356
River
Yellowjacket
PARKDALE
1
HOOD
LAVA
6
FAS 351
RIVER
FAS 341
FAS 331
FAS 332
Hutsons
Alder
Cr.
D
RED
NFD

9273

Form E-33 (Rev. 9-71)

PLANNING FILE NO. 80-19

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Trout Creek Culverts

Highway Hood River

County Hood River

Date May 9, 1980

Authorization No. 1

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.: The location of the culverts are at M.P. 13.02 and at M.P. 13.12 on the Hood River Hihgway.

Proposed: Replace two 3'x6' concrete box culverts. These culverts carry Trout Creek under the Hood River Highway at M.P. 13.02 and at M.P. 13.12, respectively.

Purpose of survey: Perform field survey, hydraulic study, PS&E, and let the contract.

Estimate of cost: $100,000

Funding: State

Estimate of Cost

Field Survey	(901)	5,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	1,500
Bridge Design	(906)	500
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	500
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	50
Specifications	(921)	1,000
Administrative Services	(922)	50
Environmental	(923)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	1,000
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey	$ 9,600
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Curtis H. Duval

CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

MAX J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*2-261-735

9273

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

IDENTIFICATION

PROJECT NAME Trout Creek Culverts	
HIGHWAY NAME Hood River	HIGHWAY NUMBER 281

REGION 1	ADMINISTRATIVE DISTRICT 2C	COUNTY Hood River	CITY
LENGTH 0.1 mi.	MILEPOST NUMBER 13.02 TO 13.12	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☐ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace two existing 3' x 6' concrete box culverts that carry Trout Creek as it crosses beneath the Hood River Highway at M.P. 13.02 and M.P. 13.12 respectively. There is one culvert at each location.

The existing culverts need to be replaced because Hood River County is replacing a combined 48" and 24" culvert installation with a single 84" culvert upstream from the highway culverts.

Until now, the undersized county culverts have acted as an upstream impoundment basin. When the County increases their culvert size during Summer 1980, the highway culverts will then be a constriction in the flow of Trout Creek.

An alternative to replacing the existing culverts is to place a second culvert along side each existing culvert. The existing culverts are in good condition. This alternative will be evaluated during preliminary engineering.

At the upstream location (M.P. 13.12) minor channel realignment work needs to be done at the culvert inlet.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1978 - 1,850	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

3. - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Two 12'	Same
SHOULDERS	Varies: 4' to 10'	Same
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures (Box Culverts)	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____	☐	☒	☐
Stream Trout Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☐	☒
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES	EXIST[illegible]G NUMBER AND WIDTH	[illegible]OPOSED NUMBER AND WIDTH
TRAVEL LANES	Two 12'	Same
SHOULDERS	Varies: 4' to 10'	Same
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures (Box Culverts)	☒	☐	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☒	☐	☐	Permits	☒	☐	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☐	☒
River	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream Trout Creek	☒	☐	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☒	☐	☐

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	9,600	
RIGHT OF WAY		
TRAFFIC CONTROL	5,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	95,000	
OTHER ______		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	109,600	

SUBMITTED BY ______

STATE OF OREGON

INTEROFFICE MEMO

Con 2

ODOT - METRO
DEPT.

238-8226
TELEPHONE

9273

TO: D. H. Moehring, Manager
Project Management

FROM: D. R. Adams
Project Development Manager

SUBJECT: Trout Creek Culverts
Six Year Highway Improvement Program

DATE: January 18, 1980

OFFICE OF
DISTRICT ENGINEER
DISTRICT NO. 2C

JAN 23 1980

This is simply a reminder of our discussion about two weeks ago, regarding an apparent slip in presenting the recommended projects for the Six Year Program.

In preparing our request, I had intended that the Trout Creek culverts be included in our request as a footnote to be charged against the Preservation Funds, since it was not a major highway improvement. Cost of the project is estimated at $100,000. The project is to increase the size of the culverts under highway route 35, anticipating additional quantities of water getting to the highway because of expanding culvert capacity under the county road, upstream from the highway.

I appreciate your agreeing to incorporate this project on your list of needed work in the Six Year Program. The data submitted in our original summary of recommended additions to the Six Year Program carries all the necessary information for the program.

DRA:PE

cc: Ed Hardt

OE RE RME RCE BE
TE RECEIVED RSM
UE JAN 21 1980 RSC
SO REGION I RBI
TO

CC: Harry Woodward - If you want to do this project this year we should be getting together info to submit as a project request. Let me know. ELH

Box 02157
Portland, Oregon 97202
April 19, 1979

Mr. James F. Lyon, Engineer Tech. III
Department of Public Works
Hood River County
918 - 18th Street
Hood River, Oregon 97031

Dear Mr. Lyon:

I have received your April 17, 1979, letter concerning the installation of a larger pipe on Trout Creek at the Trout Creek Ridge Road.

I do have some questions concerning this provement:

1. How much increase in stream flow can we expect?
2. Have the property owners along Trout Creek and who live below the Trout Creek Ridge Road been notified of this improvement?

Thank you for keeping us informed and any additional information you can pass on to the State Highway Division.

Respectfully,

ORIGINAL SIGNED BY
HARRY E. WOODWARD

Harry E. Woodward
District Engineer

HEW:cc

cc: Edward L. Hardt
R. E. Schertenleib

ANTHONY C. (TONY) KLEIN
DIRECTOR

HOOD RIVER COUNTY

DEPARTMENT OF PUBLIC WORKS
918 18TH STREET
HOOD RIVER OREGON 97031

PHONE 386-2616

April 17, 1979

Harry Woodward
District Engineer
Dept. of Transportation
P.O. Box 02157
Milwaukie, Ore 97202

Gentlemen:

After careful review of the situation, Hood River County has decided to proceed with the installation of an 84" culvert on Trout Creek at the north end of Trout Creek Ridge Road. We anticipate that the installation will occur some time during the beginning of May of this year.

If you have any questions or comments please let us know.

Very truly yours,

James F. Lyon,
Engineer Tech III

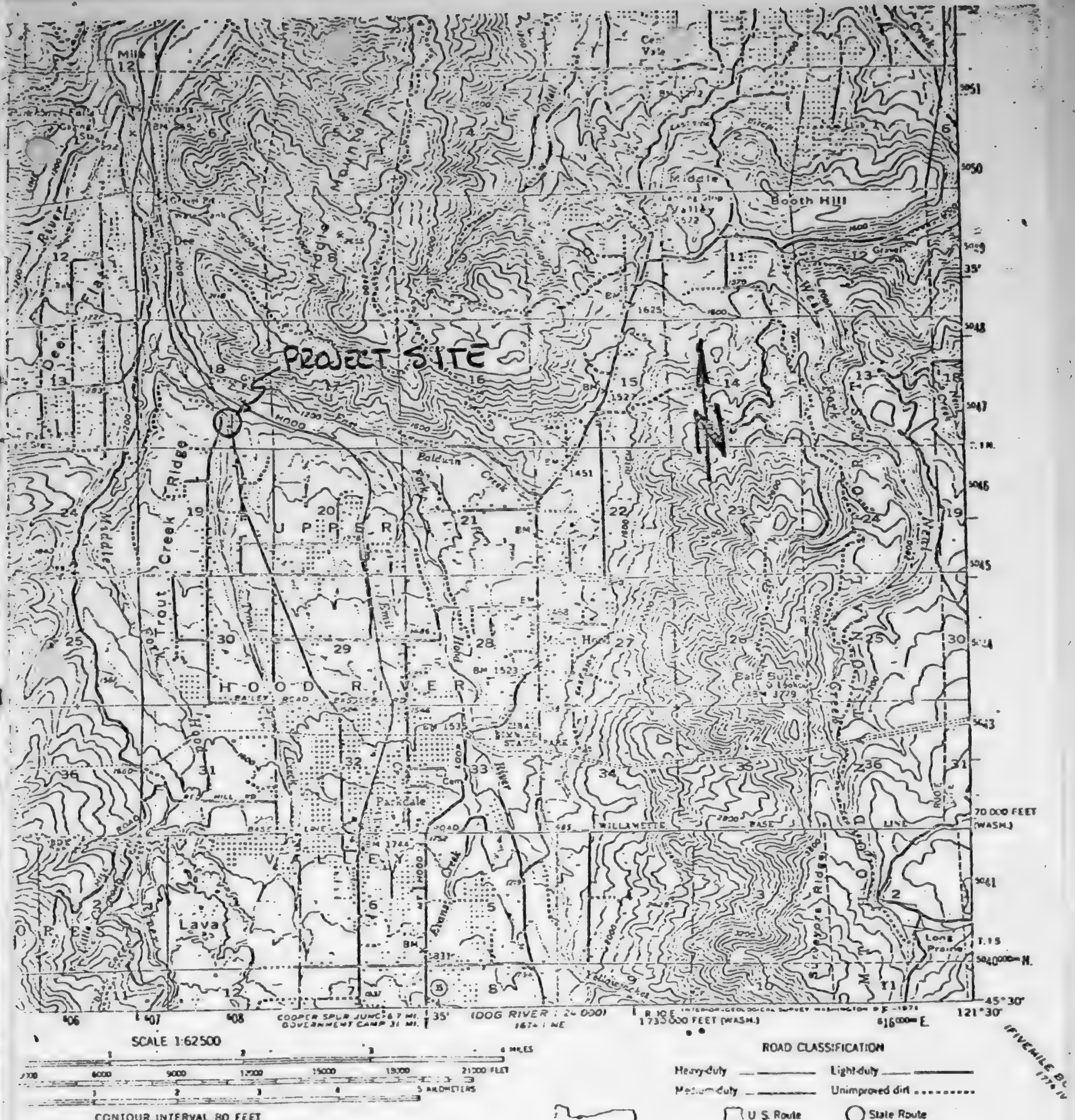
Enclosures: Section, Location Maps

JFL:bw

RECEIVED
OFFICE OF
DISTRICT ENGINEER
DISTRICT NO. 2C

cc

APR 18 1979


PROJECT SITE
N
Booth Hill
Middle
Valley
Baldwin Creek
Trout Creek Ridge
U P P E R
H O O D R I V E R
V A L L E Y
Parkdale
Lava
Bald Butte
Long Prairie
WILLAMETTE BASE LINE
70 000 FEET (WASH.)
5040000m N.
45°30'
121°30'
COOPER SPUR JUNC. 6.7 MI.
GOVERNMENT CAMP 31 MI.
35'
(DOG RIVER: 24 000)
1674 I NE
1735 000 FEET (WASH.)
616000m E.
(FIVEMILE BUTTE)
1774 IV
SCALE 1:62500
4 MILES
21 000 FEET
5 KILOMETERS
ROAD CLASSIFICATION
Heavy-duty
Light-duty
Medium-duty
Unimproved dirt
U.S. Route
State Route

OREGON
QUADRANGLE LOCATION

CONTOUR INTERVAL 80 FEET
DOTTED LINES REPRESENT 40-FOOT CONTOURS
DATUM IS MEAN SEA LEVEL
IN FEET—DATUM IS BONNEVILLE NORMAL POOL LEVEL ELEVATION 72 FEET

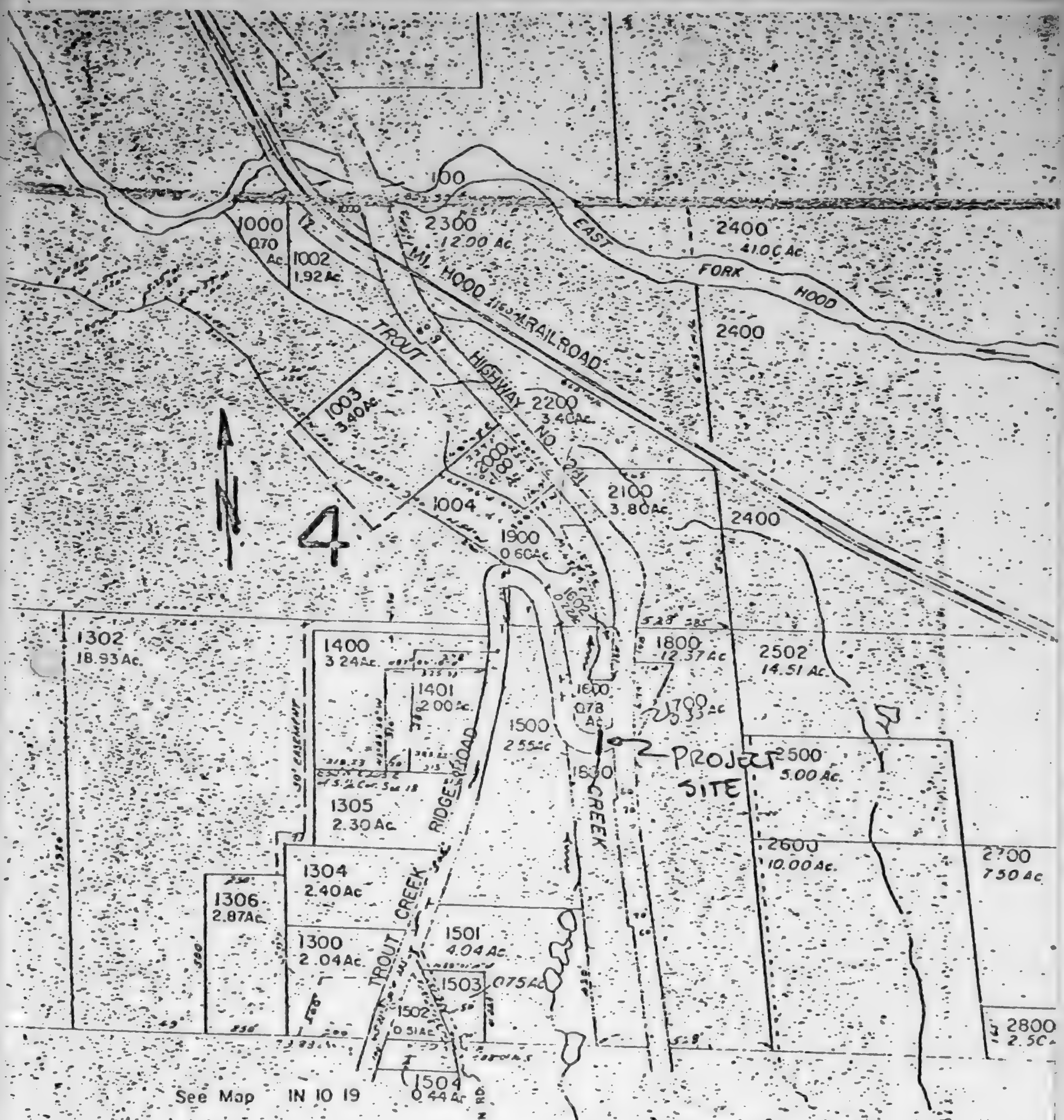
IS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
OGICAL SURVEY, DENVER, COLORADO 80225 OR WASHINGTON, D. C. 20242
CRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

HOOD RIVER, OREG.—WASH.
N4530—W12130/15
1957
AMS 1675 II—SERIES V792

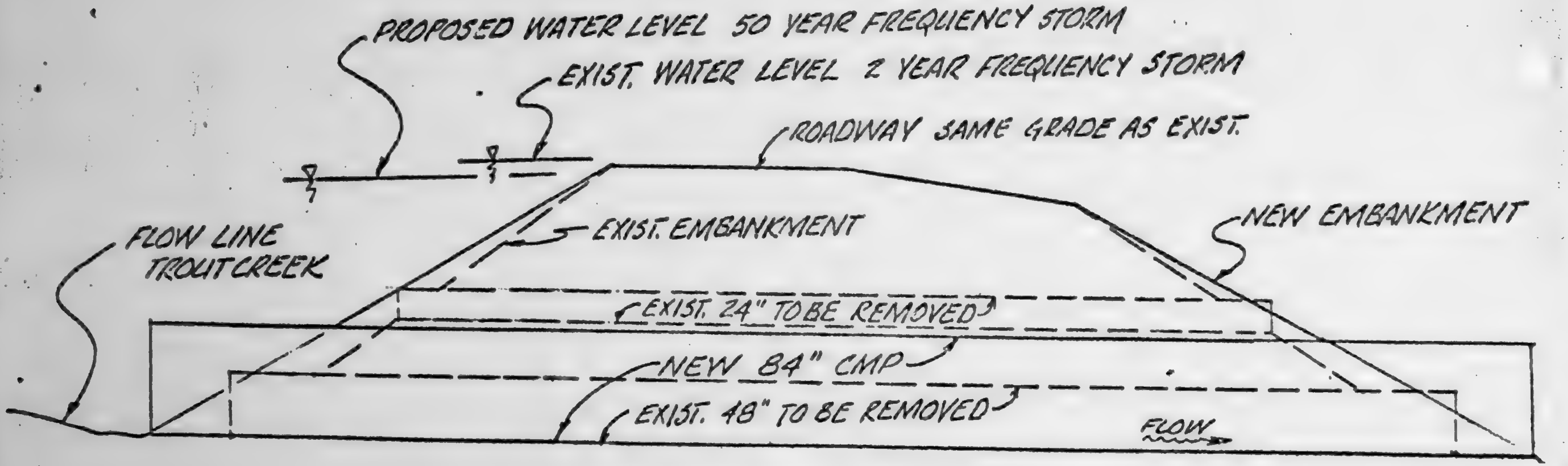
PROPOSED CULVERT
REPLACEMENT
TROUT CREEK

1" = 1 MILE

HOOD RIVER
COUNTY


100
1000
0.70 Ac.
1002
1.92 Ac.
2300
12.00 Ac.
2400
41.0C Ac.
EAST FORK HOOD
MT. HOOD RAILROAD
TROUT
HIGHWAY NO. 281
1003
3.40 Ac.
2200
3.40 Ac.
2000
2100
3.80 Ac.
2400
2400
1004
1900
0.60 Ac.
1602
0.24
4
N
1302
18.93 Ac.
1400
3.24 Ac.
1401
2.00 Ac.
1800
12.37 Ac.
2502
14.51 Ac.
1600
0.78 Ac.
1700
0.33 Ac.
1500
2.55 Ac.
CREEK
PROJECT SITE
2500
5.00 Ac.
1305
2.30 Ac.
RIDGE ROAD
30' EASEMENT
2600
10.00 Ac.
2700
7.50 Ac.
1304
2.40 Ac.
1306
2.87 Ac.
TROUT CREEK
1501
4.04 Ac.
1300
2.04 Ac.
1503
0.75 Ac.
1502
0.51 Ac.
2800
2.5C
1504
0.44 Ac.
See Map IN 10 19
MADISON RD.

PROPOSED CULVERT
REPLACEMENT
TROUT CREEK
HOOD RIVER COUNTY
1" = 400'


PROPOSED WATER LEVEL 50 YEAR FREQUENCY STORM
EXIST. WATER LEVEL 2 YEAR FREQUENCY STORM
ROADWAY SAME GRADE AS EXIST.
FLOW LINE TROUT CREEK
EXIST. EMBANKMENT
NEW EMBANKMENT
EXIST. 24" TO BE REMOVED
NEW 84" CMP
EXIST. 48" TO BE REMOVED
FLOW

SECTION

PROPOSED CULVERT REPLACEMENT

TROUT CREEK AT NORTH END TROUT CREEK RIDGE ROAD
SCALE 1" = 10' JFL

HOOD RIVER COUNTY
DEPARTMENT OF PUBLIC WORKS
4-17-79

1981 McLeod Lane N.E.-Oregon 9274
Electric R.R. Sec. of FAU 1830
(Grading, paving and signing)

C+A 6970
5344

9/13/79, 5/16/79
6/18/75

9274

HIGHWAY DIVISION INVOICE

INVOICE NUMBER 139789

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE 7/30/84

YOUR ORDER NUMBER

BILLING REQ. NUMBER CA 3176

CODE MARCOUN

MARION COUNTY
220 NE HIGH
SALEM OR 97301

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	321	00			6,430.30
224-2522	296	00	000		6,430.30
224-2522	297	00	000		(6,430.30)

DESCRIPTION

FINAL SETTLEMENT WITH MARION COUNTY FAP NO'S M-1830(1), M-1830(3) & M-1830(4)
MCLEAD LANE NE -OREGON ELECTRIC RAILROAD
LOCKHAVEN DR NE (SALEM)
COUNTY'S SHARE COSTS PER ATTACHED ITEMIZED STATEMENT:

PE	4,623.57	
RW	8,419.06	
CONST.	13,415.67	
TOTAL COUNTY SHARE	26,458.30	
LESS: COUNTY'S ADVANCE DEPOSITS	(20,028.00)	
BALANCE DUE FROM COUNTY		6,430.30

TOTAL PRICE

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
AUG 1 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
GARY ZEHNER PH: 378-6011 FOR CORRECTION OF CHARGES
OR JANE HENSLEY PH 378-5035 PREPARER OF INVOICE

9274

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: July 18, 1984

COUNTY: Marion AGREEMENT NO: 6970 PROJECT NO: M-1830(1)(3)(4)

CONTRACT NO: 9274 SECTION: McLeod Lane-O.E.R.R., Lockhaven Dr.

PRELIMINARY ENGINEERING (Prefix No. 324-1980):		
Project Manager		$ 17,064.21
Citizen Involvement		1,419.91
Work by Marion County		4,674.59
Final Design		5,752.32
Preliminary Design		693.84
Field Testing		17.39
R/W Descriptions		3,057.41
Soils & Geology		1,031.16
Signing		527.16
R/W Liaison		1,257.73
Utility Liaison		421.62
Audit Expense		96.22
Inventory Needs		2,697.96
Reconnaissance & Hydrology		2,673.36
Program Section		2,809.35
Specifications		1,470.11
Administrative Services		25.75
Environmental Services		15,129.49
Planning Section		345.60
Public Hearing		2,515.02
TOTAL P.E. COST		$ 63,680.20
Less Federal Funds		(54,543.15)
BALANCE		$ 9,137.05
Less Non-Participating Costs:		
R/W Descriptions	$ 97.36	
Environmental Section	12.74	(110.10)
AMOUNT TO BE SHARED		$ 9,026.95

STATE SHARE: 50% of $9,026.95 = $ 4,513.48

COUNTY SHARE: (50% of 9,026.95)+110.10 = $ 4,623.57

RIGHT-OF-WAY (Prefix No. 224-2522):

Net Cost of Land Purchased	$ 59,570.00
Value of Buildings & Equipment	1,195.00
Valve of Trees, Shrubs, Walks, Etc.	9,060.00
Severance Damage	44,150.00
Appraisals	15,764.89
Title Costs & Recording Fees	794.90
Taxes	3.14
Negotiation Expense	1,830.34
Relocation Computation	54.18
Sale of Buildings	63.15
Legal	3,195.18
Appraisal Review	56.50
Payment to County	5,827.59
Audit Expense	96.22
Program Section	98.58
Engineering	694.92
TOTAL R/W COST	$ 142,454.59
Less Federal Funds	(125,616.46)
AMOUNT TO BE SHARED	$ 16,838.13

STATE SHARE: 50% of $16,838.13 = $ 8,419.07

COUNTY SHARE: 50% of $16,838.13 = $ 8,419.06

CONSTRUCTION (Prefix No. 324-1050):

Payment to Contractor	$ 197,672.88
Credit to Liquidated Damages	(450.00)
Interest on Final Payment	107.21
SFO #1 Permanent & Temporary Pavement Striping	841.31
SFO #2 Install Nine Delineators (by County)	111.12
SFO #3 Seed & Mulch Roadside Slopes	639.47
Construction Engineering	22,295.70
Program Section	99.27
Salem Lab	1,211.17
Portland Lab	9.52
Eugene Lab	301.93
Technical Services	793.72
Construction Section	487.56
Region Office	1,171.89
TOTAL CONST. COST	$ 225,292.75
Less Federal Funds	(198,568.61)
BALANCE	$ 26,724.14
Less Non-Participating Interest	(107.21)
AMOUNT TO BE SHARED	$ 26,616.93

STATE SHARE: 50% of $26,616.93 = $13,308.47

COUNTY SHARE: (50% of $26,616.93)+107.21 = $13,415.67

SUMMARY:

COUNTY SHARE P.E.	$ 4,623.57
COUNTY SHARE R/W	8,419.06
COUNTY SHARE CONST.	13,415.67
TOTAL COUNTY SHARE	$ 26,458.30
Less P.E. Advance Deposit	(1,650.00)
Less R/W Advance Deposit	(4,918.00)
Less Const. Deposit - LGIP	(13,460.00)
AMOUNT DUE FROM COUNTY	$ 6,430.30

GEZ:bkb

9274 (ORIGINAL) 324-1050

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-10-84

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE: Oregon

VOUCHER PERIOD
FROM: 3-4-81
TO: 2-14-84

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.: M-1830(4)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
225,292.75	225,185.54	.8818	198,568.61	198,568.61	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	5/10/84	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED: $0.00
ADJUSTMENTS:
AMOUNT APPROVED:

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	McLeod Lane N.E.-Oregon Elect. R.R. Section Lockhaven Dr. N.E. County Road Marion County					
	Construction Type Code 6201 Roadway (Sta. 40+00 to Sta. 54+00)					
	Final Contract Payment Summary	Lump Sum			$197,672.88	
SFO	#1 Permanent & Temporary Pavement striping (State)	All REquired			841.31	
SFO	#2 Install nine delineators (Marion Co.)	All Required			111.12	
SFO	#3 Seed and Mulch the roadside slopes	All Required			639.47	
	Total Participating Construction Cost				$199,264.78	
	Construction Engineering					
	State	All Required			$ 26,370.76	
	Liquidated Damages	Lump Sum			(450.00)	
	Total Participating Construction Engineering				25,920.76	
	Total Participating Project Cost				225,185.54	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			107.21	
	Total Project Cost				$225,292.75	
	Prepared based on Participating cost as shown on the Federal Billing as of 5-17-84					
	AMOUNT CARRIED FORWARD					

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                      MAY 1984      PAGE  265

                                                                              FISCAL        GRAND TOTAL    ACTIVE YRS
      DESCRIPTION                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH  YEAR TO DATE    TO DATE      BEG    END

MCLEOD LN NE-OR ELECTRIC RR   CONT NO 9274 * FA PROJ NOS M    1830004  91                  M   1830004  09 STATE
                                 324    1050     201    00 P 1 Pay Cont.                        178,955.92     81     82
                                 324    1050     201    00 P 8   "   "                           18,716.96     81     81
                                 324    1050     203    00 P 1 Cr. Liq. Dam.                        409.50CR   81     81
                                 324    1050     203    00 P 8  "   "   "                           40.50CR    81     81
                                 324    1050     206    00 P 1          97.56CR       97.56CR                 82     84
                                 324    1050     206    00 P 8           9.65CR        9.65CR                 82     84
                                 324    1050     206    00 N 1 Interest 97.56         97.56           97.56    84     84
                                 324    1050     206    00 N 8    "      9.65          9.65            9.65    84     84
                                 324    1050     220    02 P 1          97.80CR       97.80CR                 81     84
                                 324    1050     220    03 P 1 SFO#3   297.60        297.60          639.47    81     84
                                 324    1050     270    01 P 1 SFO#1                                 841.31    81     82
                                 324    1050     270    02 P 1 SFO#2                                 111.12    82     82
                                 324    1050     270    03 P 1         199.80CR      199.80CR                 81     84
                                 324    1050     296    00 N 9 Tr. St.  94.54         48.07      212,028.61CR  81     84
                                 324    1050     297    00 N 9  "  Co.                            13,460.00    81     83
                                 324    1050     298    00 N 9  "  Fed. 94.54CR       48.07CR    198,568.61    81     84
                                 324    1050     900    00 P 1 Const. Engr.                       19,497.96    81     82
                                 324    1050     900    00 P 8   "     "                           1,913.28    81     82
                                 324    1050     920    00 P 1 Prog. Sec.                             90.33    81     82
                                 324    1050     920    00 P 8   "    "                                8.94    81     82
                                 324    1050     940    00 P 1 Salem Lab                  42.27     1,122.34    81     84
                                 324    1050     940    00 P 8   "    "                    4.18        88.83    81     84
                                 324    1050     941    00 P 1 Portland Lab                              8.66    81     82
                                 324    1050     941    00 P 8   "      "                                .86    81     82
                                 324    1050     942    00 P 1 Eugene Lab                              274.76    81     82
                                 324    1050     942    00 P 8   "     "                                27.17    81     82
                                 324    1050     944    00 P 1 Technical Serv.                         722.28    81     82
                                 324    1050     944    00 P 8   "        "                             71.44    81     82
                                 324    1050     945    00 P 1 Const. Sec.                             443.67    81     32
                                 324    1050     945    00 P 8   "     "                                43.89    81     82
                                 324    1050     946    00 P 1 Region Off.                           1,066.39    81     82
                                 324    1050     946    00 P 8   "     "                               105.50    81     82
                                 324    1050     948    00 P 1 Tot. Const. Engr.                       884.46    81     83
                                                 TOT       P1          97.56CR       55.29CR    204,249.17
                                                 TOT       P8           9.65CR        5.47CR     20,936.37
                                                 TOT       N1          97.56         97.56           97.56
                                                 TOT       N8           9.65          9.65            9.65
                                            ** JOB TOTALS **                **        46.45  **  225,292.75  **

35TH AT SILVERTON ROAD        CONT NO 9319 * FA PROJ NOS M    1635004  88                  M   1635004  06 STATE  06
                                 324    1056     201    00 P 1                                  134,889.89     81     83
                                 324    1056     201    00 P 8                                    6,888.02     81     82
                                 324    1056     201    00 N 9                                    8,835.29     81     83
                                 324    1056     206    00 N 1                                       31.49     83     83
                                 324    1056     206    00 N 8                                        2.15     83     83
                                 324    1056     206    00 N 9                                        2.14     83     83
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801
BILLING NUMBER 47

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

06/14/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
324-1027	1#	RR00-000S-011 APPR-686	65,306.60	72,574.47	72,562.89	90.00	65,306.60	65,306.60		
324-1029	1#	RR00-000S-001 APPR-686	67,905.59	75,392.61	75,450.66	90.00	67,905.59	67,905.59		
324-1035	1	RRP -000S-012 APPR-139	166,916.00	175,040.86	175,040.86	90.00	157,536.77	157,536.77		
324-1041	1	XI -1705-003 APPR-823	3750,566.00	3971,597.24	3967,078.92	85.00	3372,017.08	3371,955.04		62.04
	8	XI -1705-003 APPR-823	75,000.00	80,515.63	80,515.63	85.00	68,438.29	68,438.29		
	9			575,264.43		85.00				
324-1041		PREFIX TOTALS	3825,566.00	4627,377.30	4047,594.55		3440,455.37	3440,393.33		62.04
324-1044	1	XI -1705-003 APPR-823	829,375.00	977,291.49	963,526.79	85.00	818,997.77	818,997.77		
	2	XI -1705-004 APPR-823	109,070.80	103,230.62	102,651.26	85.00	87,253.57	87,253.57		
	8	XI -1705-003 APPR-823				85.00				
324-1044		PREFIX TOTALS	938,445.80	1080,522.11	1066,178.05		906,251.34	906,251.34		
324-1045	1#	M -1720-002 APPR-W32	163,624.88	185,713.70	185,620.96	88.15	163,624.88	163,624.88		
324-1046	1#	BWM -1520-001 APPR-W32				88.15				
	2#	BWM -1520-001 APPR-W32				88.15				
	8#	BWM -1520-001 APPR-W32	44,338.01	50,664.83	50,298.37	88.15	44,338.01	44,338.01		
324-1046		PREFIX TOTALS	44,338.01	50,664.83	50,298.37		44,338.01	44,338.01		
324-1050	1*	M -1830-004 APPR-W32	180,487.00	204,346.73	204,249.17	88.18	180,106.92	180,106.92		
	8*	M -1830-004 APPR-W32	19,000.00	20,946.02	20,936.37	88.18	18,461.69	18,461.69		
324-1050		PREFIX TOTALS	199,487.00	225,292.75	225,185.54		198,568.61	198,568.61		
324-1056	1	M -1635-004 APPR-W32	148,922.00	173,703.62	159,927.46	88.18	141,024.03	141,024.03		
	8	M -1635-004 APPR-W32	6,500.00	7,363.05	7,364.61	88.18	6,494.11	6,494.11		
	9			9,310.34						
324-1056		PREFIX TOTALS	155,422.00	190,377.01	167,292.07		147,518.14	147,518.14		
324-1057	1	X10 -1705-007 APPR-772	1943,162.00	1716,483.73	1702,346.80	85.00	1446,994.78	1446,994.78		
	8	X10 -1705-007 APPR-772	20,000.00	1,883.93	1,879.45	85.00	1,597.53	1,597.53		
	9			186,740.57		85.00				
324-1057		PREFIX TOTALS	1963,162.00	1905,108.23	1704,226.25		1448,592.31	1448,592.31		

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STATE COPY

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nig   cc: OSHD (C ter)

U DEPARTMENT OF TRANSPORTATION
EDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NUMBER 10	REPORT NUMBER 2	COUNTY Marion 2-7-8		DIVISION Oregon
DATE OF REPORT 2-7-84		REPORT MADE BY William H. Kappus, Area Engineer		PROJECT NO. M-1830
COMPLETION DATE 8-21-81		ACCEPTANCE DATE BY CONTRACT AGENCY 12-16-81	TIME ELAPSED 102	CONTRACT TIME 120
APPROVED EXTENSIONS None		LOCATION See below		

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right of way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

McLEOD LANE NE. - OREGON ELECTRIC RAILROAD
LOCKHAVEN DRIVE NE. (SALEM)
Grading, Paving & Drainage

This project provided for the construction of a 2-lane facility with 10-foot shoulders on new alignment.

There were no major overruns or underruns and no contract claims.

A final inspection of the completed project was made on September 2, 1981.

---WHK---

RECEIVED
STATE HWY ENGR
FEB 15 '84
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D R | Sign | Act | File

NOTED
W.E. cy
2/15

*NOTE: Not applicable for direct federal projects

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer William H. Kappus		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 2-7-84	TITLE Field Operations Engineer	DATE 2/14/84

FORM FHWA 1446B   PREVIOUS EDITIONS MAY BE USED
Rev 12-79)

9274 4-6-83 224-2522

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*: Treasurer of the State of Oregon

ADDRESS:
Capitol Bldg.
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE: Oregon

VOUCHER PERIOD: FROM 2-11-80 TO 1-31-83

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ Post FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.: M-1830(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$142,454.59	$142,454.59	88.18%	$125,616.46	$125,616.46	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	4/6/83	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

AMOUNT SUBMITTED: $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	McLeod Lane-Oregon Electric R.R. Marion County					
	Type Code ROWA					
	Right of Way (Sta. 41+00 To Sta. 51+00)					
	Right of Way	All Required			$113,975.00	
	Acquisition Expense					
	State	All Required			22,555.78	
	Marion County	All Required			5,827.59	
	Total Acquisition Participating Cost				$ 28,383.37	
	Misc. Project Cost					
	Audit Expense	All Required			96.22	
	Total Participating Project Cost				$142,454.59	
	Participating costs are for Right of Way actually incorporated in the final project and all costs have been previously certified by the Right of Way Engineer.					
	Right of Way plans were approved by FHWA 5/15/80.					
	No revision necessary.					
	Prepared based on Participating costs as shown on Federal Billing as of 4/7/83.					
	AMOUNT CARRIED FORWARD					

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                                                                              FISCAL          GRAND TOTAL
    DESCRIPTION               PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE        TO DATE
                          224   2520     930     00 P 1                                          130.91
                                         TOT        P1                                         2,426.62
                                     ** JOB TOTALS **               **               **        2,426.62  **

  MCLEOD LN-OR EL R R SEC     CONT NO     * FA PROJ NOS M   1830003 100                                   STATE
                          224   2522     296     00 N 9 Tr. St.                  2,251.66CR   120,371.66CR
                          224   2522     298     00 N 9 " Fed.                   2,251.66     120,371.66
                          224   2522     401     00 P 1 Net Cost of Land                       59,570.00
                          224   2522     403     00 P 1 Value of Bldgs. & Equip                 1,195.00
                          224   2522     404     00 P 1 Value of Trees, shrubs, etc             9,060.00
                          224   2522     405     00 P 1 Severance Damage                       44,150.00
                          224   2522     407     00 P 1 Appraisals                             15,764.89
                          224   2522     412     00 P 1 Title cost & Recording Fees               794.90
                          224   2522     413     00 P 1 Taxes                                       3.14
                          224   2522     414     00 P 1 Negotiation Expense                     1,830.34
                          224   2522     415     00 P 1 Relocation computation                     54.18
                          224   2522     420     00 P 1 Sale of Buildings                          63.15
                          224   2522     426     00 P 1 Legal                                   3,195.18
                          224   2522     430     00 P 1 Appraisal Review                           56.50
                          224   2522     903     00 P 1 Payment To County        5,827.59       5,827.59
                          224   2522     915     00 P 1 Audit Expense               96.22          96.22
                          224   2522     920     00 P 1 Prog. Sec.                                 98.58
                          224   2522     930     00 P 1 Engineering                 24.02         694.92
                                         TOT        P1                           5,947.83     142,454.59
                                     ** JOB TOTALS **               **           5,947.83  **  142,454.59  **

  CHEMAWA RD-STARK ST         CONT NO       FA PROJ NOS M   1705006 100                                   STATE
                          224   2523     294     00 N 1     1,105.16              925.44
                          224   2523     295     00 N 9                                         2,960.00
                          224   2523     296     00 N 9       363.25CR         135,314.98CR   841,847.73CR
                          224   2523     297     00 N 9                           2,558.28     27,140.00
                          224   2523     298     00 N 9       363.25           132,756.70     811,747.73
                          224   2523     401     00 P 1       600.55CR          55,693.00     426,673.90
                          224   2523     402     00 P 1                                              4.02
                          224   2523     403     00 P 1                             300.00      28,902.75
                          224   2523     404     00 P 1                          13,412.00      77,936.10
                          224   2523     405     00 P 1                          37,322.00     135,903.00
                          224   2523     407     00 P 1        32.53             5,325.77      92,245.41
                          224   2523     409     00 P 1                             350.00       2,588.17
                          224   2523     410     00 P 1                                              1.80
                          224   2523     411     00 P 1                             328.35         385.72
                          224   2523     412     00 P 1        36.72             1,341.73      13,620.87
                          224   2523     413     00 P 1                              42.09       1,356.95
                          224   2523     413     00 N 1                                             45.08CR
                          224   2523     414     00 P 1       578.70             9,367.00      82,199.02
                          224   2523     414     04 P 1                              18.00       2,638.89
                          224   2523     415     00 P 1                              83.30         256.29
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OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
207-2504	1#	OS -0700-001 APPR-627	7,116.58	13,381.52	8,294.38	85.80	7,116.58	7,116.58		
224-2520	1#	OS -2400-001 APPR-627	2,082.04	2,426.62	2,426.62	85.80	2,082.04	2,082.04		
224-2522	1	M -1830-003 APPR-W32	125,616.46	142,454.59	142,454.59	88.18	125,616.46	120,371.66		5,244.80
224-2523	1	M -1705-006 APPR-W32	846,240.00	958,134.95	958,050.78	88.15	844,521.76	828,160.77		16,360.99
224-2526	1#	RS -A590-002 APPR-075	27,700.50	31,424.28	31,424.28	88.15	27,700.50	27,700.50		
225-2505	1#	SOS -2500-002 APPR-680	101.05	279.41	117.77	85.80	101.05	101.05		
230-2513	1#	SOS -3000-002 APPR-680	4,186.23	4,880.76	4,880.76	85.77	4,186.23	4,186.23		
234-2527	1	BROS-3400-007 APPR-117	4,000.00	1,365.44	1,365.44	80.00	1,092.35	1,092.35		
234-2529	1	XI -9282-003 APPR-823	199,750.00	234,088.55	232,084.70	85.00	197,272.00	197,272.00		
	2	X10 -9282-003 APPR-772	131,750.00	155,000.00	155,000.00	85.00	131,750.00	131,750.00		
234-2529		PREFIX TOTALS	331,500.00	389,088.55	387,084.70		329,022.00	329,022.00		
234-2537	1	X10 -9326-009 APPR-772	255,000.00	127,055.10	126,670.42	85.00	107,669.86	107,669.86		
236-2515	1	RRO -000S-037 APPR-685	12,654.00	10,882.74	10,882.08	90.00	9,793.87	9,793.87		
236-2516	1	SOS -3600-001 APPR-680	4,280.00	3,675.13	3,675.13	85.77	3,152.16	3,152.16		
302-2507	1	M -2110-003 APPR-W32	154,700.00	311,602.96	171,406.25	81.80	140,210.31	140,210.31		
302-2508	1#	M -2120-002 APPR-W32	11,928.17	15,727.07	13,527.07	88.18	11,928.17	11,928.17		
303-2528	1	XI -9665-008 APPR-823	24,918.91	30,391.89	30,185.01	85.00	25,657.26	24,918.91	738.35 B	
303-2531	1	X10 -9714-005 APPR-772	43,350.00	25,238.08	25,219.63	85.00	21,436.69	21,436.69		
303-2532	1	X10 -9665-009 APPR-772	34,000.00	71,407.06	61,492.78	85.00	52,268.86	34,000.00	18,268.86 B	
303-2534	1	X10 -9659-009 APPR-772	7,990.00	8,568.85	8,568.85	85.00	7,283.52	7,283.52		
	2	XI -9659-009 APPR-823	12,155.00	14,300.00	14,300.00	85.00	12,155.00	12,155.00		
303-2534		PREFIX TOTALS	20,145.00	22,868.85	22,868.85		19,438.52	19,438.52		
303-2537	1	X10 -9473-003 APPR-772	450,500.00	20,455.80	20,455.80	85.00	17,387.43	17,375.19		12.24
	2	X10 -9473-003 APPR-580	70,833.00			85.00				
303-2537		PREFIX TOTALS	521,333.00	20,455.80	20,455.80		17,387.43	17,375.19		12.24
306-2513	1#	M -2691-002 APPR-W32	78,937.55	98,179.50	92,033.99	85.77	78,937.55	78,937.55		

9274

(MEMORANDUM)

324-1980

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-18-83

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STA OUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Omegon

ADDRESS
Capitol Bldg.
Salem, OR 97310

STATE
Oregon

VOUCHER PERIOD
FROM 5/28/75
TO 2/3/81

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-1830(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$63,680.20	$63,570.10	85.80%	$54,543.15	$54,543.15	$ 0.00

RECEIVED DIVISION OFFICE		DIVISION OFFICE REVIEW MADE		PASSED FOR PAYMENT	
BY Oregon	DATE	BY	DATE 2/18/83	BY	DATE Controller

REMARKS

P.E.

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	McLeod Lane-Oregon Electric RR Section County Road in Marion County					
	Preliminary Engineering					
	Type Code P.E.					
	Work by Marion County	All	Required		$ 4,674.59	
	State	All	Required		58,078.57	
	Total Participating Preliminary Engineering				$62,753.16	
	Type Code Y070					
	Archeological Salvage	All	Required		720.72	
	Misc. Project Cost					
	Audit Expense (State)	All	Required		96.22	
	Total Participating Project Cost				$63,570.10	
	Nonparticipating Project Cost					
	State (P.E.)	All	Required		110.10	
	Total Project Cost				$63,680.20	
	Prepared based on Participating Costs as shown on Federal Billing as of 2/24/82.					
	AMOUNT CARRIED FORWARD					

```
           324   1977     905      00 P 1                                              111.15
           324   1977     920      00 P 1                                              151.69
           324   1977     921      00 P 1                                            1,726.17
                          TOT      P1                                 705.98         9,087.66
                      ** JOB TOTALS **                     **         705.98  **     9,087 66  **

                                                                                                STATE
MCLEOD LANE-ORE ELEC RR    CONT NO    * FA PROJ NOS M   1830001 100
           324   1980     296      00 N 9 Tr. St.  741.87             578.66        60,111.15CR
           324   1980     297      00 N 9  "   Co                                    5,568.00
           324   1980     298      00 N 9  "  Fed. 741.87CR           578.66CR      54,543.15
           324   1980     901      00 P 1 Proj. Mgr.                   15.51        17,064.21 /
           324   1980     902      00 P 1 Citizen Inv.                               1,419.91 /
           324   1980     903      00 P 1 Pay Loc. Gov.                68.90         4,674.59 /
           324   1980     905      00 P 1 Fin. Des.                   291.20CR       5,752.32 /
           324   1980     907      00 P 1 Pre. Des.                                    693.84 /
           324   1980     908      00 P 1 Field Testing                                 17.39 /
           324   1980     909      00 P 1 R/W Des.                                   2,960.05 /
           324   1980     909      00 N 1  "   "                                        97.36 /
           324   1980     910      00 P 1 S & G                                      1,031.16 /


                                                                MARCH 1983          PAGE  834
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                  FISCAL           GRAND TOTAL
      DESCRIPTION          PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE        TO DATE
           324   1980     911      00 P 1  Signing                                    527.16 /
           324   1980     913      00 P 1  R/W Liaison                              1,257.73 /
           324   1980     914      00 P 1  Ut.  "                                     421.62 /
           324   1980     915      00 P 1  Audit Ex.                  96.22            96.22 /
           324   1980     917      00 P 1  Inventory needs                          2,697.96 /
           324   1980     918      00 P 1  Rec. & Hyd.                              2,673.36 /
           324   1980     920      00 P 1  Prog. Sec.                               2,809.35 /
           324   1980     921      00 P 1  Specs.                    372.77CR       1,470.11 /
           324   1980     922      00 P 1  Adm. Serv.                 29.02CR          25.75 /
           324   1980     923      00 P 1  Env. Sec.                 162.07CR      15,116.75 ✓
           324   1980     923      00 N 1   "    "                                     12.74 ✓
           324   1980     924      00 P 1  Planning Sec.                              345.60 ✓
           324   1980     980      00 P 1  Public Hearing.                          2,515.02 ✓
                          TOT      P1                                674.43CR      63,570.10
                          TOT      N1                                                 110.10
                      ** JOB TOTALS **                     **        674.43CR**    63,680.20  **

                                                                                                STATE
PINE ST-DIVISION ST(SALEM)    CONT NO    * FA PROJ NOS XI  1705005 100 X10 1705005
           324   1923     296      00 N 9                                          17,978.14CR
           324   1983     298      00 N 9                                          17,978.14
           324   1983     901      00 P 1                                             338.12
           324   1983     901      00 P 2                                               7.08
           324   1983     905      00 P 1                                           2,885.98
           324   1983     905      00 P 2                                           1,743.25
           324   1983     906      00 P 1                                             995.66
           324   1983     910      00 P 1                                           2,496.90
```

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OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX GRP FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
324-1933 1 BWM -1617-001 APPR-W32	7,722.00	7,134.40	7,134.40	85.80	6,121.32	6,121.32		
324-1934 1 BWM -1620-001 APPR-W32	4,890.00	2,723.49	2,723.49	85.80	2,336.75	2,336.75		
324-1935 1 M -1640-001 APPR-W32	2,144.00	6,113.22	6,113.22	85.80	5,245.14	2,144.00	3,101.14 B	
324-1936 1 BWM -1685-002 APPR-W32	6,520.00	3,297.64	3,519.05	85.80	3,019.34	3,019.34		
324-1937 1* SOS -2402-001 APPR-680	6,982.53	8,140.99	8,140.99	85.77	6,982.53	6,982.53		
324-1938 1* M -1635-001 APPR-W32	17,643.37	19,675.18	20,570.56	85.77	17,643.37	17,643.37		
324-1939 1 SOS -2403-001 APPR-680	8,360.00	2,739.54	2,739.54	85.77	2,349.70	2,349.70		
324-1940 1 M -1705-002 APPR-W32	154,940.00	181,403.56	180,791.41	85.80	155,119.03	154,336.03	179.03 B	603.97
324-1941 1 XI -1525-001 APPR-823	879,289.00	844,286.96	843,384.17	85.77	723,370.60	722,849.00		521.60
324-1942 1 XI -1635-002 APPR-823	24,867.00	22,150.50	22,150.50	85.80	19,005.13	19,005.13		
324-1946 1 M -1615-003 APPR-W32	2,732.00	3,203.63	3,286.91	88.10	2,895.77	2,732.00	163.77 B	
324-1947 1 RRS -1587-001 APPR-138		389.36	242.73	90.00	218.46		218.46 A	
324-1949 1 RRP -000S-019 APPR-139	1,800.00	81.35	81.35	90.00	73.22	73.22		
324-1951 1 RRO -000S-046 APPR-685	900.00	232.87	232.87	90.00	209.58	209.58		
324-1952 1 M -1720-002 APPR-W32	10,828.00	11,629.33	11,629.33	88.10	10,245.44	10,245.44		
324-1954 1* RRP -A584-001 APPR-139	500.88	556.53	556.53	90.00	500.88	500.88		
324-1957 1 RRS -000S-007 APPR-138		117.40		90.00				
324-1960 1 M -0000-010 APPR-W32	44,000.00	45,400.13	45,400.13	88.15	40,020.21	40,020.21		
324-1969 1 M -1705-002 APPR-W32	12,000.00	19,163.47	19,163.47	85.80	16,442.26	12,000.00	4,442.26 B	
324-1970 1 XI -1705-004 APPR-823	12,920.00			85.00				
324-1971 1 XI -1560-004 APPR-823	842,413.00	249,808.75	248,877.77	85.00	211,546.10	207,208.96		4,337.14
324-1972 1 XI -0000-017 APPR-823	123,669.00	144,307.61	144,281.46	85.00	122,639.24	122,639.24		
324-1974 1 RRO0-000S-001 APPR-686	630.00	660.84	650.94	90.00	585.85	585.85		
324-1977 1 PMS -000S-100 APPR-140	17,000.00	9,087.66	9,087.66	100.00	9,087.66	9,087.66		
324-1980 1* M -1830-001 APPR-W32	54,543.15	63,680.20	63,570.10	85.80	54,543.15	54,543.15		
324-1983 1* XI -1705-005 APPR-823	16,920.00	19,905.88	19,905.88	85.00	16,920.00	16,920.00		

9274

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 4-134

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

April 14, 1982

ate Oregon

County Marion

Project Number M-1830(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 27, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 222,661.00	$ 226,228.00
Federal funds	$ 196,341.00	$ 199,487.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of April, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

PROGRAM MANAGEMENT ENGINEER
(Title)

XX~~By~~ FOR: H.S. COULTER, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon April 12, 1982

Federal-Aid Project
No. M-1830(4)

McLeod Lane N.E.-Oregon Electric R.R. Section
Lockhaven Dr. N.E., County Road
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 40+00 to Sta. 54+00)

Subtotal of previous estimate of April 29, 1981			$196,177.12
Previous Estimate			
Class "B" Asphalt	1,870 Ton	25.48	$ 47,647.60
Revised Estimate			
Class "B" Asphalt	2,010 Ton	25.48	$ 51,214.80
		Increase	$ 3,567.20
		SUBTOTAL	$199,744.32
		Engineering	26,483.68
		TOTAL	$226,228.00

Length of Project ------------- 0.265 mi.
Cost of Roadway Per Mile ------$853,690.56

Federal Funds -----------------$199,487.00
State Funds ------------------- 13,370.50
County Funds ------------------ 13,370.50
TOTAL $226,228.00

Group 1 98% Group 8 2%
Contract No. 9274
Prefix: 324-1980
Prefix: 324-1050

9274

STATE COPY

TO BE COMPLETED BY FHWA 6-11	**U.S. DEPARTMENT OF TRANSPORTATIO** **FEDERAL HIGHWAY ADMINISTRATION** **FEDERAL-AID PROJECT AGREEMENT** 5-27-81	STATE OREGON COUNTY MARION PROJECT NO. M-1830(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

McLeod Lane - Oregon Electric R.R.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-4-81	0.265

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT $ 222,661.00	FEDERAL FUNDS $ 196,341.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XW For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAY 27 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Fil

Oregon State Highway Division
Salem, Oregon, April 29, 1981

Federal Aid Project
No. M-1830 (4)

McLeod Lane N.E. - Oregon Elect. R.R. Section
Lockhaven Dr. N.E. County Road
Marion County

Project Agreement Estimate

Type Code 6201
Roadway (Sta. 40+00 to Sta. 54+00)

Mobilization	All Required		$ 1,420.00
Temporary Protection and Direction of Traffic	All Required		1,270.00
Temporary Signs	211 Sq.Ft.	9.97	2,103.67
Temporary Barricades	17 Each	107.00	1,819.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	75 Lin.Ft.	12.65	948.75
Temporary Plastic Safety Markers	22 Each	12.00	264.00
Temporary Reflective Pavement Markers	85 Each	5.00	425.00
Flagmen	280 Hour	10.00	2,800.00
Clearing and Grubbing	All Required		7,620.00
Removal of Structures and Obstructions	All Required		3,420.00
Ditch Excavation	505 Cu.Yd.	6.60	3,333.00
Embankment in Place	9,600 Cu.Yd.	4.03	38,688.00
Trench Excavation	389 Cu.Yd.	7.10	2,761.90
Finishing Roadbed and Slopes	All Requird		4,510.00
Watering	300 M-Gal.	1.00	300.00
1" - 0 Aggregate Base	8,500 Ton	5.37	45,645.00
Class "B" Asphalt Concrete	2,300 Ton	25.48	58,604.00
12-inch Culvert Pipe	100 Lin.Ft.	7.10	710.00
18-inch Culvert Pipe	162 Lin. Ft.	10.00	1,620.00
12-inch Sewer Pipe	8 Lin.Ft.	9.70	77.60
18-inch Sewer Pipe	120 Lin. Ft.	12.30	1,476.00
24-inch Sewer Pipe	370 Lin.Ft.	18.70	6,919.00
Extra for Pipe under Pavement	60 Lin.Ft.	11.10	666.00
Concrete Manholes	2 Each	946.00	1,892.00
Concrete Inlets, Type "D"	1 Each	456.00	456.00
6 - inch Drain Pipe	120 Lin.Ft.	3.30	396.00
Filter Fabric	75 Sq.Yd.	1.90	142.50
Gravel in Drains	17 Cu.Yd.	8.00	136.00
Extra for Asphalt Approaches	7 Each	60.00	420.00
Paved Culvert End Slopes	93 Sq. Ft.	3.00	279.00
Adjusting Manholes	1 Each	660.00	660.00
Reconstructing Concrete Manholes	1 Each	343.00	343.00
Removal of Existing Sign Installation	All Required		170.00
Wood Sign Posts	All Required		190.00
Type "C" & "D" Signs in Place	72 Sq.Ft.	9.66	695.52
Type "EE" Signs in Place	13 Sq.Ft.	9.66	125.58

Type "U" Signs in Place	36 Sq.Ft.	11.60	$ 417.60
Move and Reinstall Existing Signs	All Required		253.00
			$193,977.12

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,200.00
Temporary Pavement Striping	All Required	500.00
Remove Pavement Striping (Temp)	All Required	500.00
		$ 2,200.00
	Subtotal	$196,177.12
	Engineering	26,483.88
	Total	$222,661.00

Length of Roadway 0.265 Mi.
Cost of Roadway Per Mile $ 840,230.18

Work Retained in Program Status
(Not included in amounts below)

Roadside Seeding and Mulching	All Required	$ 500.00
Work by N.W. Natural Gas Co.	All Required	1,000.00

Federal Funds (88.18%)	$ 196,341
State Funds	13,160
County Funds	13,160
Total	$ 222,661

Group 1 91%
Group 8
Contract No. 9274
Prefix 324-1980
Prefix 324-1050

274

File 8.

1-6-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Central Oregon Pavers, Inc. No. 9075	Madras Prineville Hwy.-S. McMeen Co. Jefferson County	Dec. 8, 1981
MOCON Corp. No. 9147	S.E. 92nd Ave.-S.E. Lester Ave. Multnomah & Clackamas Counties	Dec. 9, 1981
Kizer Excavating Co. No. 9209	Dundee/Newberg Rd. @ SPRR X'ing Yamhill County	Dec. 10, 1981
Maxwells Electric, Inc. No. 9130	C.B.D. Traffic Signals (Portland) Multnomah County	Dec. 14, 1981
Comco Const., Ore. Ltd. dba Salem Rd. & Driveway Co. No. 9274	McLeod Lane N.E.-Oregon Electric Railroad Marion County	Dec. 16, 1981
Electric Corp. No. 9243	Clackamas Hwy. @ S.E. River Rd. (Milwaukie) Clackamas County	Dec. 15, 1981
W.R. Grasle Co. No. 9166	Walker Rd. @ Cedar Hills Blvd. (Beaverton) Washington County	Dec. 16, 1981
Linnco Electric Co. No. 9230	Santiam Hwy. @ Clay St. (Albany) Linn County	Dec. 15, 1981
Traffic Marking Specialists, Inc. No. 9163	Multn. Co. Pavement Marking Proj. No. 2 Multnomah County	Dec. 11, 1981
F.E. Ward, Inc. No. 9236	Diversion Canal (Joe Wright, Reeder, Spring Lake Rds.) Bridges Klamath County	Dec. 11, 1981
Hamilton Electric, Inc. No. 9202	McKenzie Hwy. @ 42nd. St. (Springfield) Lane County	Dec. 18, 1981
Babler Bros., Inc. No. 9310	Madras - Bear Drive Jefferson County	Dec. 24, 1981

Contractor and Contract No.	Section & County	Acceptance Date
A.K. Lundmark & Son, Inc. No. 9286	Deschutes River (Twin Bridges Rd.) Bridge Deschutes County	Dec. 29, 1981
Hamilton Electric, Inc. No. 8918	S.E. Monterey Ave.-S.E. Harmony Rd. Clackamas County	Dec. 29, 1981
Douglas S. Coats, Inc. No. 9266	Hay Canyon Creek Bridge Sherman County	Dec. 29, 1981
A.K. Lundmark & Son, Inc. No. 9287	Little Deschutes River (Masten Rd.) Bridge	Dec. 30, 1981
Kniesteadt & Sons No. 9283	Powder River (Beaver Creek Rd.) Bridge Baker County	Dec. 30, 1981
Hertz Electric, Inc. No. 9181	Cornell Rd. @ Murray Blvd. Washington County	Dec. 30, 1981

January 6, 1982

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9274

L

December 18, 1981

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9274

Gentlemen or Ladies:

On December 16, 1981, we wrote to you concerning release of final payment on Contract No. 9274 awarded to Comco Construction, Oregon Limited, dba Salem Road & Driveway for work on the McLeod Lane N.E.-Oregon Electric Railroad Section of FAU 1830 in Marion County.

Final payment on this contract is $3,970.75 and the total contract amount is $197,222.88, including $518.59 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Comco Construction, Oregon Limited,
dba Salem Road & Driveway
P. O. Box 603
Salem, OR 97308

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

#9274 11-10-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1830(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00048

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/10/81

8. FEDERAL ROUTE NUMBER FAU 1830

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
McLeod Lane - Oregon Electric Railroad Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Moehring's PR-2A of 11/10/81 I approve the revised Right of Way Costs to a TEC of $134,000 Federal Funds $118,120.

(Increase TEC $51,000 Federal Funds $44,956)

RECEIVED
STATE HWY ENGR
NOV 20 '81
REFER TO
[illegible]
FOR

Info	Inves	R/D	D R	Sign	Act	File

14. DATE 11/10/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7-74

Marion Co.

ROAD DESIGN SECTION 378-6558

DES 16

C. O. Fredrickson
Region 2 Engineer, SALEM

November 9, 1981

W. H. Wakerlig
Right of Way Descriptions Supervisor

McLeod Lane N.E.-
Oregon Electric Railroad
Lockhaven Drive
Marion County

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 10 1981
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up /
Action

We are forwarding herewith a reproducible map covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 290.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Engineer Draftsman

ALD:rlr
Attachment

9274 10-19-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
M-1830(4)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00048

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
9/24/81

8. FEDERAL ROUTE NUMBER
FAU 1830

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
McLeod Lane - Oregon Electric Railroad Section

11. GENERAL DESCRIPTION OF WORK
Seed and mulch roadside slopes

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 9/24/81 as requested in Mr. Keasey's letter of 10/5/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $1,000 Federal Funds $882.

RECEIVED
STATE HWY ENGR
OCT 26 '81
REFER TO Moehnke
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig 10 26

14. DATE
10/19/81

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hessner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9274 L.

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Mcleod Ln-OERR (Lockhaven)
WEEK ENDING: October 10, 1981
SECTION PREFIX: 324-1050
HIGHWAY: FAU 1830 (Lockhaven Dr)
COUNTY: Marion
NAME OF JOB: McLeod Lane - Oregon Electric RR
KIND OF WORK: Grading, Paving and Signing
CONTRACTOR: COMCO Construction of Oregon Ltd
CONTRACT NUMBER: 9274
FEDERAL AID PROJECT NUMBER: M 1830 (4)
DATE OF CONTRACT: April 8, 1981
DATE WORK STARTED: May 21, 1981
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0
SPECIFIED WORK DAYS
WORK DAYS USED
SPECIFIED CALENDAR DAYS 120
CALENDAR DAYS USED 123
SPECIFIED COMPLETION DATE
PERCENT OF TIME ELAPSED 102.5%
PROJECT AUTHORIZATION: $ 224,363.53
EXCLUSIVE OF ENGINEERING: $ 206,572.59
ENGINEERING AUTHORIZATION $ 17,790.94
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 201,527.26
ENGINEERING COST TO DATE $ 22,000.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99.6%
ESTIMATED PERCENT: UNDERRUN 2.44%
PERCENT OF AUTHORIZATION 123.7%
DATE PROJECT WAS COMPLETED: August 21, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing	
100%	100%	100%	100%	100%		100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.27	0.27			0.27
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9,600 CY	8,500 Ton			2,300 Ton
TOTAL QUANTITIES CORRECTED TO DATE	9920 CY	7,833 Ton			2,578 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	″″	″″			″″
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Day Count Stopped 8-21-81
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No,activity.
MONDAY	Same
TUESDAY	Same
WEDNESDAY	Same
THURSDAY	Same
FRIDAY	Same
SATURDAY	Same

REMARKS

Third Notification submitted 10-5-81. Semi-final data all submitted except test results summary, narative report, and the engineer's diaries. These remaining items are anticipated to be submitted by 10-17-81.

THIS IS THE LAST WEEKLY REPORT

SIGNED ______ LOCATION Salem

DISTRIBUTION: Construction (3), Region, File.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

9274

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

October 8, 1981

CON 5 #9274

Comco Construction, Oregon Ltd., dba
Salem Road and Driveway Company
P.O. Box 603
Salem, OR 97308

Re: Time Extension Request
McLeod Lane N.E.-Oregon Electric RR
FAP No. M-1830(4)
Contract No. 9274

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. Your request was based upon a claim of excessive moisture in the embankment material and above normal rainfall during the month of June 1981.

The embankment material was furnished from your source and was therefore within your control. Rainfall in June in this area is deemed to be "reasonably predictable" and is not a valid reason for additional contract time.

Accordingly, your request for additional contract time is denied.

Should you wish to submit additional data, or to further review this matter, please contact Resident Engineer Lehman.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

CC: H. S. Coulter (w/att.)
C. O. Fredrickson "
C. V. Lehman "
FHWA "

RECEIVED
STATE HWY ENGR
OCT 9'81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3123

1-1050

STATE OF OREGON

INTEROFFICE MEMO

DATE: October 1, 1981

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

FROM: Gerald Wimer Gerald Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
McLeod Lane-OERR
(Lackhaven Dr. NE) FAU 1830
Contract 9274

Comco Construction, Ore. Ltd, dba Salem Road and Driveway Company requests on the attached form a five calendar day (cd) extension of the specified 120 cd completion time to a new 125 cd authorization. They base their request on five days during the month of June when excessive moisture prevented the placement of embankment materials.

Resident Engineer C. V. Lehman in his attached September 28 letter points out that the material choice was the contractors option, that the material contained a considerable amount of clay requiring aeration regardless of the weather. Furthermore, that weather is not a reason for granting time extensions. He, therefore, recommended denial of the request. This office concurs.

10-7-81

CTK -
I concur with Region & Resident that time extension should be denied.

GW/rgb
attch.

cc: C. V. Lehman

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9274

9-19-81

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1830(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00048

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/11/81

8. FEDERAL ROUTE NUMBER FAU 1830

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
McLeod Lane - Oregon Electric Railroad Section

11. GENERAL DESCRIPTION OF WORK
Install Delineators

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 9/11/81 as requested in Mr. Keasey's letter of 10/5/81 as being in the public interest for the use of County Forces to proceed with the above work. State Force Order No. 2 representing work performed by Marion County Forces is approved for a TEC of $170 Federal Funds $150.

RECEIVED
STATE HWY ENGR
OCT 26 '81
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Ac | File

orig 10-26

14. DATE 9/19/81

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9274

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

GEORGE T. GROVE
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

April 6, 1981

State Treasurer
Capitol Building
Room 159
Salem, Oregon 97310

Attention: Local Government Investment Manager

Dear Sir:

Attached for appropriate action is the original "Limited Power of Attorney", dated April 1, 1981, appointing the Investment Manager of the Oregon State Excess fund as attorney in fact for Marion County in connection with the Federal Aid Project - "McLeod Lane NE - Oregon Electric RR Section, FAU 1830 (Lockhaven Drive NE)." Funds in the amount of $13,460 were transferred to Marion County's account 4718 for the credit of the project on or about April 2, 1981.

Please let us know if any further action by Marion County is required.

Very truly yours,

George T. Grove
Director of Public Works

John J. Green
Principal Engineer

JJG:emk

cc: Ralph Grim
D. E. Swan, w/ attachment
Vern Skoog, w/ attachment
Highway Accounting, Rm 434,
Transportation Bld., w/ attachment

Attachment

4-8-81
Jan says 13,460 in
Investment Pool.
G

FILED

LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL...

The County of Marion hereby appoints the
Local Government Unit

Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The County of Marion has deposited with the
Local Government Unit

State of Oregon Investment Pool the sum of $ 13,460. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with McLeod Lane NE - Oregon
Project Name
Electric RR Section, FAU 1830 (Lockhaven Drive NE).

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by Marion County.
Local Government Unit
Board of Commissioners

this 1st day of April, 1981 by a vote of the majority of a quorum of its governing body.

Harry Carson Jr.
Chairman

Gary Heer
Commissioner

Randall Franke
Commissioner

Form No. 734-1812(2-80)

9274

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

GEORGE T. GROVE
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

MEMORANDUM

Date: April 2, 1981

To: Ralph Grim, Marion County Treasurer

From: John J. Green, Principal Engineer

Subject: Local Government Investment Pool Deposit,
Federal Aid Urban Project - Lockhaven Extension

In the regular meeting of April 1, 1981, the Board of Commissioners approved deposit of $13,460 in the Local Government Investment Pool (LGIP) as the County's share of costs of construction of the Lockhaven Extension Project; designated by the State as "McLeod Lane NE - Oregon Electric RR Section, FAU 1830 (Lockhaven Drive NE)". The Commissioners also executed the Limited Power of Attorney in the form specified by the State and a copy has been furnished to your office.

State Department of Transportation representative has advised that this deposit should be added to the Marion County LGIP account established for the North River Road project, and the State will maintain separate accounts of withdrawals for each project covered by Limited Power of Attorney.

Please transfer $13,460 of Public Works Department's funds designated in the approved Fiscal Year 1980-81 budget for local matching funds for Federal Aid Urban projects to the LGIP in accordance with the above and our phone conversation of April 1, 1981.

JJG:emk

cc: Vern Skoog
Don Harwell
Forrest Jones
Millie Martin

9274

March 27, 1981

George T. Grove
Director of Public Works
Marion County
300 Senator Building
220 High Street N.E.
Salem, Oregon 97301

ACC

Dear Mr. Grove:

On March 26, 1981 we received a satisfactory bid from Comco Construction Company doing business as Salem Road and Driveway Company, P.O. Box 603, Salem, Oregon 97308, for the McLeod Lane - Oregon Electric R.R. Section of Lockhaven Drive in Marion County.

As described in Agreement No. 6970, the financial sharing of the project costs is:

Contractor's Bid		$193,977.12
Anticipated Additional Items:		
Permanent Pavement Striping	$1,200.00	
Temporary Pavement Striping	500.00	
Remove Pvmt. Striping (Exist. & Temp.)	500.00	
Roadside Seeding & Mulching	500.00	
N.W. Natural Gas Adjustments	1,000.00	$ 3,700.00
SUBTOTAL		$197,677.12
4 1/2% Contingencies		8,895.47
9% Engineering		17,790.94
ESTIMATED TOTAL COST		$224,363.53
Less Federal Funds (88% of $224,363.53)		197,439.91
Difference		$ 26,923.62
Less State Share (50% of $26,923.62)		13,461.81
COUNTY SHARE		$ 13,461.81

We will award the contract when we receive your advance deposit of $13,460.00, which should arrive not later than April 17, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 882: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 882 when advance deposit is received.

9274

2.

STATE OF OREGON

INTEROFFICE MEMO

LOC 19

TO: FILE

DATE: March 17, 1981

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 26, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened March 26 on the following projects:

1. Mt. Hood Highway at Welches Road
   Clackamas County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Green Springs Highway at Walker Avenue (Ashland)
   Jackson County
   Traffic Signals

   Same as No. 1.

3. Old Dry Creek-Ochoco Highway
   Mill Creek County Road
   Crook County
   22-foot Macadam Surface with 3-foot Aggregate Shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

4. Trout Creek Culverts
   Hood River Highway
   Hood River County
   Grading and Drainage

   Culvert installed parallel to roadway. Roadway section not disturbed. Same as No. 1.

5. McLeod Lane N.E.-Oregon Electric Railroad
   Lockhaven Drive, N.E. (Keizer)
   Marion County
   Grading and Paving

   Shoulder bikeway to be constructed on this project.

6. Cecil Rock Production
   Heppner Highway
   Morrow County
   Aggregate Crushing

   Same as No. 1.

7. Umatilla River-U.P.R.R. X'ing (Echo)
   Lexington-Echo Highway
   Umatilla County
   Grading and Paving

   Resurfacing. Existing Sidewalks. Same as No. 1.

DES:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9274

3-4-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1830(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM

E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00048

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 1 '81
REFER TO [illegible]
FOR

Orig to
4-1-81
Wyatt

7. DATE AUTHORIZATION EFFECTIVE 3-4-81

8. FEDERAL ROUTE NUMBER FAU 1830

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

McLeod Lane - Oregon Electric R.R. Section

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*

Perm. Pavement Striping S.F.	$1,200
Temp. Pavement Striping S.F.	500
Remove Temp Pave Striping S.F.	500

13. REMARKS

As requested in Mr. Swan's letter of 3-3-81 you are authoized to advertise the subject project. I accept the certifying statements.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $331,950 - Federal Funds $292,710.

A signed copy of the Title Sheet is returned herewith.

DATE -4-81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE for Acting Division Administrator

PR-1240
12-79) PREVIOUS EDITIONS MAY BE USED

7571

ENVIRONMENTAL REVIEW CHECKLIST

Marion

ALL CLEAR 2/25/81
Donald L. Rout

March 26, 1981 Bid Letting ________ All Clear Deadline

SECTION McLeod Lane-OERR (Lockhaven)
Highway ________
County Marion Region 2
Type of Work G-P-Bikeway-Ldscp Funds FAUS
State ___ Consultant ___ Plans Avail. ___Yes ___No

~~[illegible]~~

Bill

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☐	☒	☒	☒	☒
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☒

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway# 724

Prefix 324-1980

Attention: Right-of-Way Section 2-19-81

② Subject: Federal Aid Project No.
9274 Project Name McLeod Lane - Oregon Electric Railroad
Lockhaven Drive

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act. New r/w acquired by OSHD staff. J.W.D 2-19-81

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon, this 19 day of February, 1981

County of ____________________

____
County Judge/Chairman

Certified By:

J.W. Dugan
Regional Right-of-Way Supervisor
Date 2-19-81

____
Commissioner

____
Commissioner

RECEIVED
OCT
DISTRICT II
R/W. OFFICE

RIGHT OF WAY ADMINISTRATION
RECEIVED
FEB 20 1981
M AM ADM RBR CA RF

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

6

9274

2-12-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1830(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00048

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/12/81

8. FEDERAL ROUTE NUMBER FAU 1830

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
McLeod Lane - Oregon Electric R.R. Section

11. GENERAL DESCRIPTION OF WORK
Grade and pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (Specify) See below

13. REMARKS

As requested in Mr. Swan's letter of 2/10/81 you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a TEC of $331,950 - F.F. $292,710.

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO Moehring
FOR
Sgn Act File

14. DATE 2/12/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Acting Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9224

Li

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 10, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 00048
Project No. M-1830(4)
McLeod Lane - Oregon Electric RR Sec.
Marion County

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $331,950 with an obligation of $292,710 in Federal funds.

JLG:bkc

cc: Gary Zehner
Lou Olson
General Files

Form 734-3122

Section 9 McLeod Ln. NE - Oregon Electric R.R. Programming Estimate $ [illegible]2[illegible]

Highway Lockhaven Dr. N.E. Project Length 0.27 miles

County Marion 2-6-81 /Completion Time 120 Cal. days

Kind of Work Grading and Paving and Signing Est. Comp. Date 8-24-81

Prefix 324-1980-921 Letting Date March 26, 1981 Project No. M-1830( )

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ ~~288,462 50~~ ~~288,422 50~~ 288,736 50
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,200	
Temporary Pavement Striping	500	
Remove Pavement Striping (Exist. & Temp.)	500	
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching	500	$ 3,700
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Northwest Natural Gas	1,000	
Subtotal		$ 292,436 50
Contingencies (4-1/2%)		13,159 64
Engineering (~~8~~, [✓ 9], ~~10~~%)		26,319 29
Subtotal		331,915 43
Credit for		
Estimated Net Authorization, Construction		$ 331,915 43

APPROVED

cc: Phil Stearns

2-6-81
Stearns says
Marion Co. says
OK
G

Rec'd.
2-4-81
G

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SU[illegible]RY--BID SCHEDULE--COST ESTIMAT

Sheet 1 of 2
Date 11-17-80

ection McLeod Ln. N.E - Oregon Electric R.R. Sec.
County Marion

ind Of Work Grading and Paving
Length 0.27
Name Bill Bergstedt

12-2-80

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	(8%)	21,400
Temporary Protection and Direction of Traffic		All	All	—	2,100 —
Temporoay Signs		Sq. Ft	211	6.00	1,266 —
Temporay Barricades		Each	17	125 —	2,125 —
Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	75	6.50	487.50
Temporary Plastic Safety Markers		Each	22	80.00	1,760.00
Temporary Reflective Pavement Markers		Each	85	5.00	425 —
Flagmen		Hour	280	23.50	6,580 —
Roadwork					
Clearing and Grubbing		All	All	—	4000.00
Removal of Structures and Obstructions		All	All	—	2500.00
Ditch Excavation		Cu. Yd.	505	5.00	2,525.00
Embankment in Place		Cu. Yd.	9,600	4.60	44,160.00
Trench Excavation		Cu. Yd.	389	10.00	3,890.00 ~~3,850.00~~
Finishing Roadbed and Slopes		All	All	—	2,500.00
Watering		M-Gal	300	10.00	3,000.00
1"-0 Aggregate Base		Ton	8,500	10.00	85,000.00
Class "B" Asphalt Concrete		Ton	2,300	30.00	69,000.00

OREGON STATE HIGHWAY DIVISION

SU RY--BID SCHEDULE--COST ESTIMAT

Sheet 2 of 2

Date 11/18/80

ection McLeod Ln. N.E - Oregon Electric R.R. Sec.

County Marion

ind Of Work Grading and Paving

Length 0.27

Name Bill Bergstedt

o	Item	Code	Unit	Quant.	Unit Cost	Total
	12-inch Culvert Pipe		Lin. Ft.	100	19^{00}	$1{,}900^{00}$
	18-inch Culvert Pipe		Lin. Ft.	162	24^{00}	$3{,}888^{00}$
	12-inch Sewer Pipe		Lin. Ft.	8	40^{00}	320^{00}
	18-inch Sewer Pipe		Lin. Ft.	120	24^{00}	$2{,}880^{00}$
	24-inch Sewer Pipe		Lin. Ft.	370	35^{00}	$12{,}950^{00}$
	Extra for Pipe under Pavement		Lin. Ft.	60	20^{00}	$1{,}200^{00}$
	Concrete Manholes		Each	2	1500^{00}	$3{,}000^{00}$
	Concrete Inlets, Type "D"		Each	1	500^{00}	500
	6-inch Drain Pipe		Lin. Ft.	120	9^{00}	$1{,}080^{00}$
	Filter Fabric		Sq. Yd.	75	5^{00}	375^{00}
	Gravel in Drains		Cu. Yd.	17	30^{00}	510^{00}
	Extra for Asphalt Approaches		Each	7	200^{00}	1400^{00}
	Paved Culvert End Slopes		Sq. Ft.	93	15^{00}	$1{,}395^{00}$
	Adjusting Manholes		Each	1	250^{00}	250^{00}
	Reconstructing Concrete Manholes		Each	1	750^{00}	750^{00}
	Signing					
	Removal of Existing Sign Installations		All	All	–	500 – ~~450~~ –
	Wood Sign Posts		All	All	–	1,440 – ~~1170~~ –
	Type "C & D" Signs in Place		Sq. Ft.	72 ~~60~~	10 –	720 – ~~600~~
	Type "EE" Signs in Place		Sq. Ft.	13	12 –	156 –
	Type "U" Signs in Place		Sq. Ft.	36 ~~30~~	14 –	504 – ~~420~~ –
	Move & Reinstall Existing Signs		All	All	–	300 – ~~550~~ –

9274

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

January 29, 1981

TO: Ernie Valach
Acting Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00048
Project No. M-1830(4)
McLeod Lane - Oregon Electric R.R. Section
Marion County

Attached support data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on March 26, 1981.

DRH:bkc
Attachments

cc: C.O. Fredrickson (Region 2)
✓ General Files

Form 734-3122

9274

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

GEORGE T. GROVE
~~JOHN A. ANDERSON~~
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

November 6, 1980

REGION 2 ENGINEER
RECEIVED
NOV 12 1980
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☑ RFE

Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Lockhaven Extension - FAU.

Dear Phil:

In accordance with your letter request of October 30, 1980, copy of the "Signing Project" Drawing for the Lockhaven Drive FAU Project, approved subject to the following comments, is returned herewith.

a. The Salem City Limits line crosses Chemawa Road as a northward extension of the western right-of-way line of Ridge Road. The sign east of that line is not within County jurisdiction.

b. Note 2 in lower left should be modified by changing "existing sign" to "existing signs" and by changing the arrow above to a double-headed arrow to make it clear that the McLeod Lane signs visible from both the east and west approaches are to be retained.

c. A "STOP AHEAD" sign should be placed to alert traffic proceeding northwesterly on Harmony Drive to the STOP ahead. This is usual Marion County practice and is especially recommended in this case because drivers habitually proceed without stopping past the location of the proposed STOP sign.

d. A "STOP AHEAD" sign should be placed on Chemawa Road to alert traffic proceeding in a northeasterly direction that there is a STOP sign ahead. This is usual Marion County practice and is especially recommended in this area both because the new stop sign will impose a change in driving habits and because of the unusual configuration of the intersection(s).

Spring and Summer tree growth on both Harmony Lane and Chemawa Road is such that it is difficult to maintain a clear view of the proposed STOP signs by approaching motorists.

Please call if anything further is required.

Very truly yours,

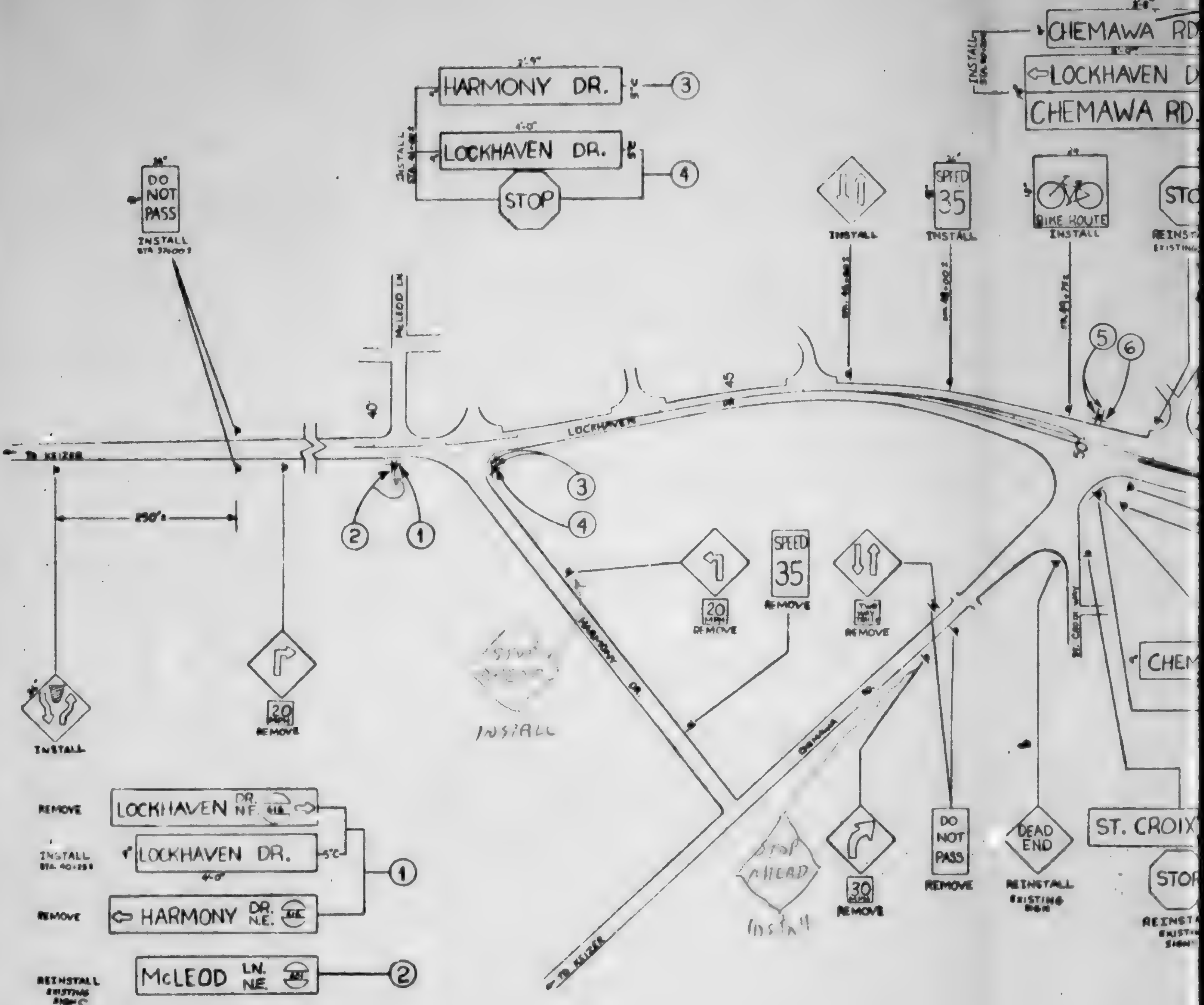
George T. Grove
Director of Public Works

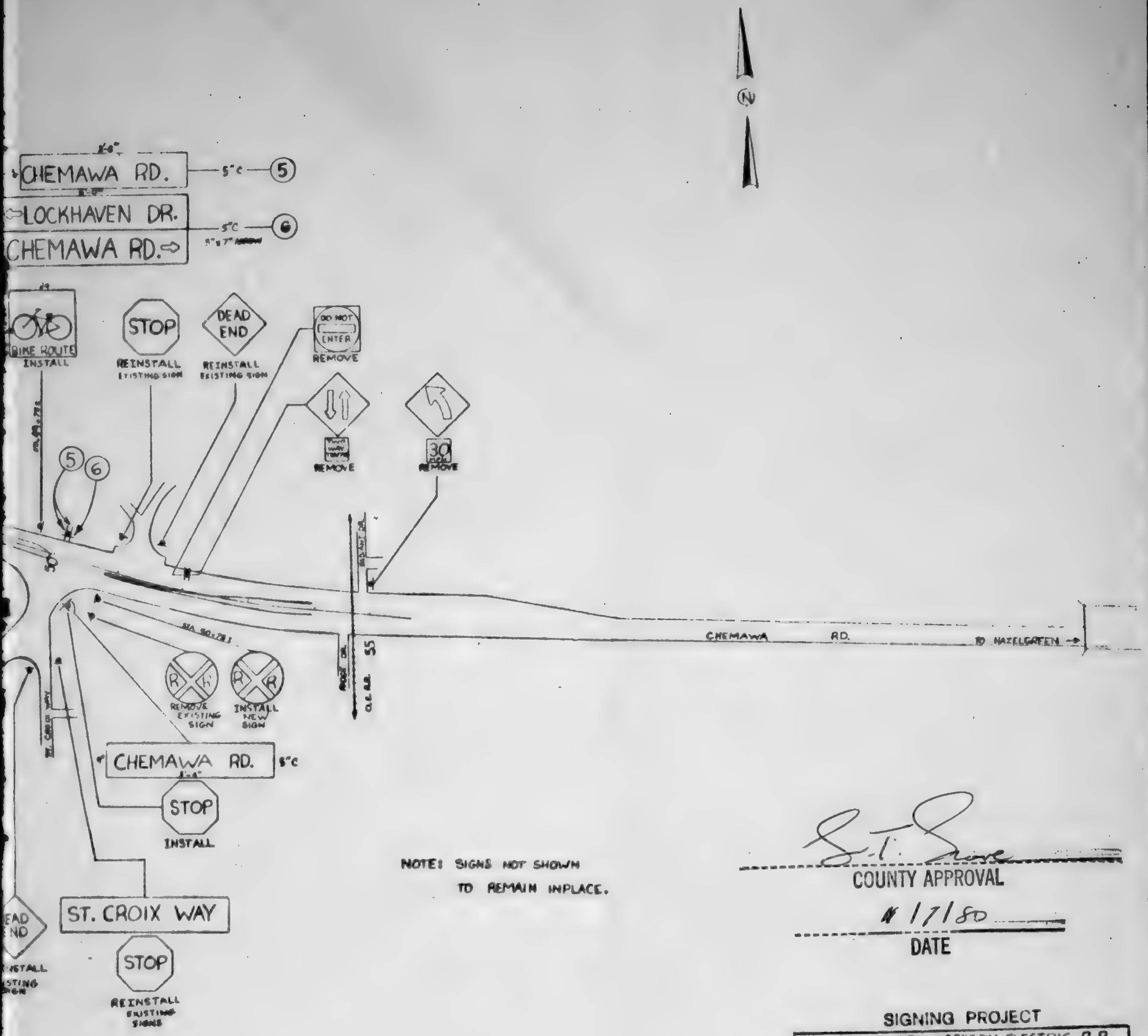
John J. Green
Federal Aid Coordinator

JJG:lk

cc: D. H. Moehring
L. E. George
Forrest Jones
Jerry Fossholm

Attachment


HARMONY DR.
LOCKHAVEN DR.
STOP
INSTALL
3
4
DO NOT PASS
INSTALL
CHEMAWA RD
LOCKHAVEN D
CHEMAWA RD.
INSTALL
SPEED 35
INSTALL
BIKE ROUTE
INSTALL
STO
REINSTA
EXISTING
McLEOD LN
LOCKHAVEN
45
5
6
TO KEIZER
250'±
2
1
3
4
20 MPH
REMOVE
SPEED 35
REMOVE
TWO WAY TRAFFIC
REMOVE
HARMONY DR.
ST. CROIX
CHEM
INSTALL
20
REMOVE
STOP
INSTALL
CHEMAWA
REMOVE
LOCKHAVEN DR. NE.
INSTALL
LOCKHAVEN DR.
REMOVE
HARMONY DR. N.E.
1
REINSTALL EXISTING SIGNS
McLEOD LN. NE.
2
STOP AHEAD
INSTALL
30 MPH
REMOVE
DO NOT PASS
REMOVE
DEAD END
REINSTALL EXISTING SIGN
ST. CROIX
STOP
REINSTA
EXISTIN
SIGN
TO KEIZER


N
CHEMAWA RD.
5"c
5
LOCKHAVEN DR.
CHEMAWA RD.
5"c
6
BIKE ROUTE
INSTALL
STOP
REINSTALL EXISTING SIGN
DEAD END
REINSTALL EXISTING SIGN
DO NOT ENTER
REMOVE
REMOVE
30
REMOVE
5
6
50
55
O.E. RR.
R R
REMOVE EXISTING SIGN
R R
INSTALL NEW SIGN
CHEMAWA RD.
5"c
STOP
INSTALL
CHEMAWA RD.
TO HAZELGREEN →
ST. CROIX WAY
STOP
REINSTALL EXISTING SIGNS
DEAD END
INSTALL
EXISTING SIGN

NOTE: SIGNS NOT SHOWN
TO REMAIN INPLACE.

S. T. Sese

COUNTY APPROVAL

11/7/80

DATE

SIGNING PROJECT

McLEOD LN. N.E. ~ OREGON ELECTRIC R.R.
FAU 1830 (LOCKHAVEN DR.)
MARION COUNTY

Action	Date	Signature	Title
Submitted	10-17-80		Traffic Control Engr.
Approved	10-23-80		Sign Engineer
"			Traffic Engineer
"			Asst. Hwy. Engr.
Accepted			

9274 7-23-80

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Stage Const. Temporary Protection And Direction Of Traffic
2B	Pipe Data
2C	Summary
3	Plan & Profile
3A	Construction Notes

STATE OF OR

DEPARTMENT OF TRA

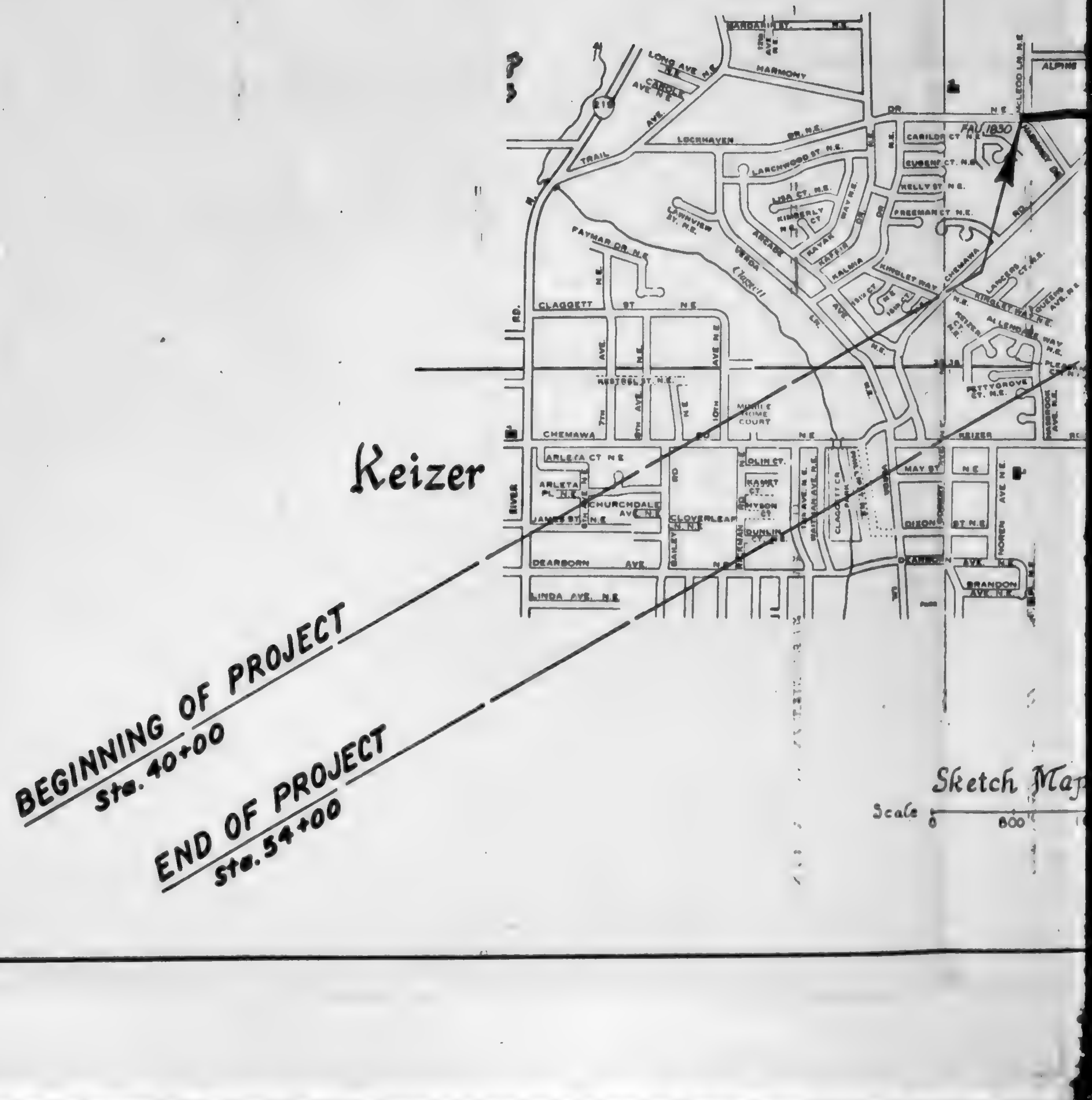
STATE HIGHWAY

PLANS FOR PROPOSED

McLEOD LN. N.E.-OREGON

FAU 1830 (LOCKHAV

MARION COUN


Keizer
BEGINNING OF PROJECT
Sta. 40+00
END OF PROJECT
Sta. 54+00
Sketch Ma
Scale 0 800
FAU 1830
McLEOD LN. N.E.
LOCKHAVEN DR. N.E.
HARMONY
LONG AVE N.E.
CAROLE AVE N.E.
TRAIL AVE.
219
LARCHWOOD ST N.E.
CARILOR CT. N.E.
KELLY ST N.E.
FREEMAN CT N.E.
LISA CT. N.E.
KIMBERLY CT
LAWNVIEW ST. N.E.
ARCADE
KALMIA
KINGLET WAY
CHEMAWA
LANCERS CT. N.E.
QUEENS AVE. N.E.
ALLENDALE WAY N.E.
PETTYGROVE CT. N.E.
FAYMAR DR. N.E.
CLAGGETT ST N.E.
VERDA LN.
KESTREL ST. N.E.
MOBILE HOME COURT
CHEMAWA RD N.E.
KEIZER
ARLETA CT N.E.
ARLETA PL. N.E.
CHURCHDALE AVE N.E.
JAMES ST. N.E.
CLOVERLEAF
OLIN CT.
DUNLIN CT.
DEARBORN AVE.
LINDA AVE. N.E.
MAY ST N.E.
DIXON ST N.E.
BRANDON AVE N.E.
RIVER RD.
ALPINE

McLEOD LN. N.E.~ OREGON ELECTRIC R.R. SEC. FAU 1830 (LOCKHAVEN DR. N.E.) MARION COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAUS

E OF OREGON

OF TRANSPORTATION

IGHWAY DIVISION

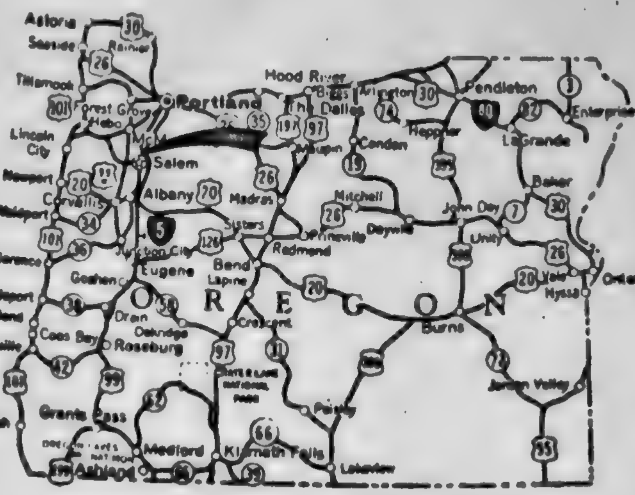
FOR PROPOSED PROJECT

PRELIMINARY COPY
JUL 9 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

OREGON ELECTRIC R.R. SEC.

(LOCKHAVEN DR. N.E.)

MARION COUNTY


Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Arlington
Pendleton
La Grande
Enterprise
Salem
Lincoln City
Newport
Waldport
Corvallis
Albany
Madras
Condon
Heppner
Baker
Mitchell
John Day
Florence
Eugene
Sisters
Bend
Redmond
Prineville
Dayville
Unity
Vale
Nyssa
Ontario
OREGON
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Crescent
Burns
Jordan Valley
Gold Beach
Grants Pass
Medford
Klamath Falls
Ashland
Lakeview
Paisley

APPROVED July 23, 1980

BOARD OF COMMISSIONERS OF .... COUNT

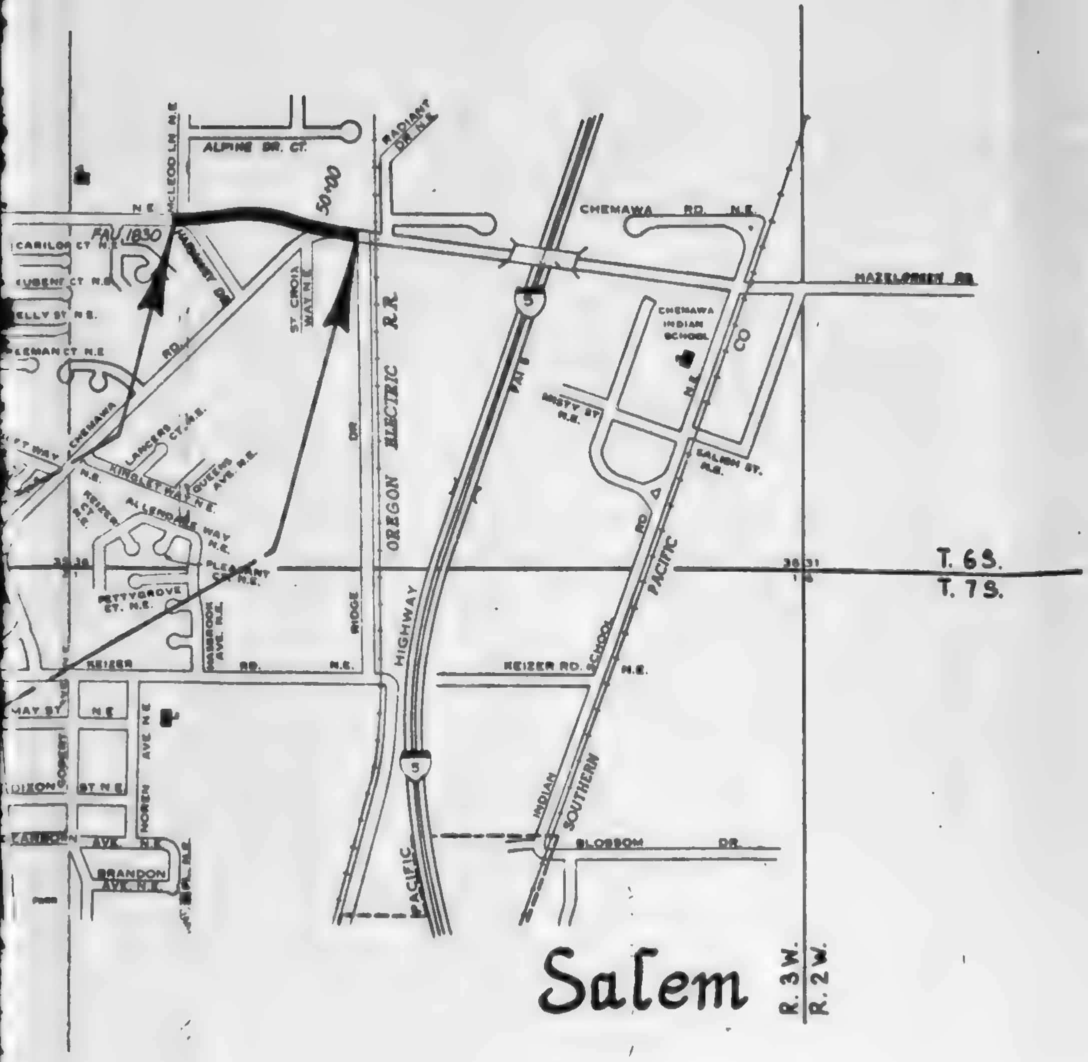
BY

COMMISSIONER

Pat McCarthy

COMMISSIONER

COMMISSIONER


ALPINE DR. CT.
McLEOD LN. N.E.
RADIANT DR. N.E.
50+00
FAU 1830
CHEMAWA RD. N.E.
HAZELGREEN RD.
CARILON CT. N.E.
EUGENE CT. N.E.
KELLY ST. N.E.
CLEMANCE CT. N.E.
CHEMAWA RD.
ST. CROIX WAY N.E.
OREGON ELECTRIC R.R.
5
CHEMAWA INDIAN SCHOOL
MISTY ST. N.E.
SALEM ST. N.E.
LANCERS CT. N.E.
KINGLET WAY N.E.
QUEENS AVE. N.E.
ALLENDALE WAY N.E.
PLEASANT CT. N.E.
PETTYGROVE CT. N.E.
HASBROOK AVE. N.E.
RIDGE DR.
HIGHWAY
PACIFIC
SOUTHERN PACIFIC
INDIAN SCHOOL RD.
T. 6 S.
T. 7 S.
KEIZER RD. N.E.
MAY ST. N.E.
DIXON ST. N.E.
BRANDON AVE. N.E.
BLOSSOM DR.
Salem
R. 3 W.
R. 2 W.

PRELIMINARY COPY
SUBJECT TO CHANGE

Sketch Map

Scale 0 800 1600 Feet

4475
OCT. 30, 1980
H. S. COULTER

4062
MAY 13, 1980
E. S. HUNTER

H. S. Coulter	STATE HIGHWAY ENGINEER
E. S. Hunter	ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

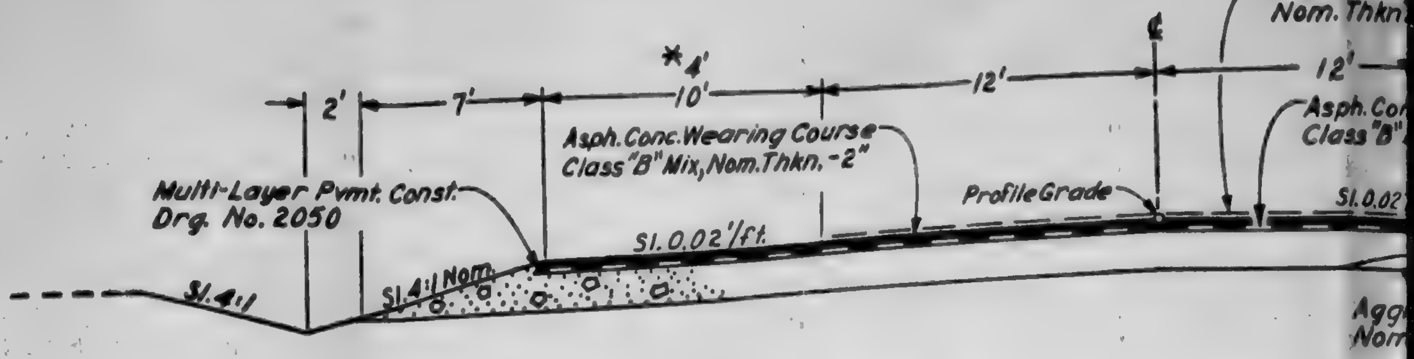
Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

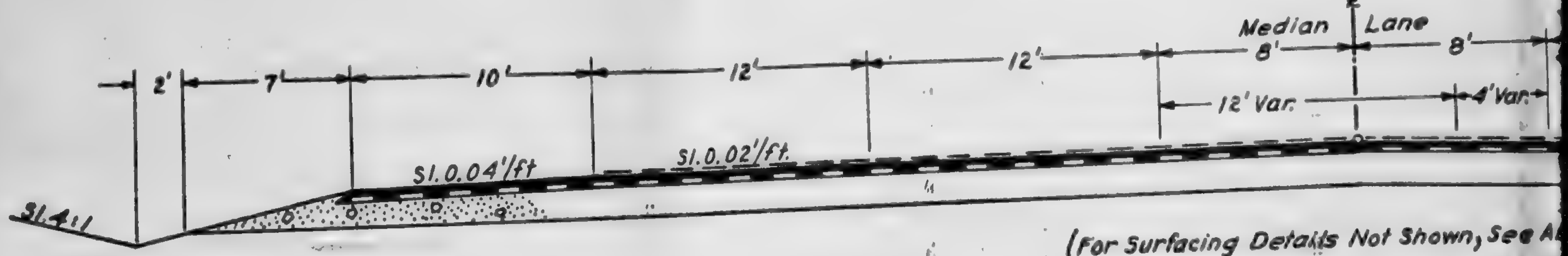
DISTRICT ENGINEER DATE

T Y P I C A L S



Future Fin
Nom. Thkn
*4'
2'
7'
10'
12'
℄
12'
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. - 2"
Asph. Con
Class "B"
Multi-Layer Pvmt. Const.
Drg. No. 2050
Profile Grade
Sl. 0.02'
Sl. 0.02'/ft.
Sl. 4:1
Sl. 4:1 Nom.
Aggr
Nom

STA. 40+45 To STA. 46+
* 41+05 (Harmony Dr
* 50+00 (Chemawa R

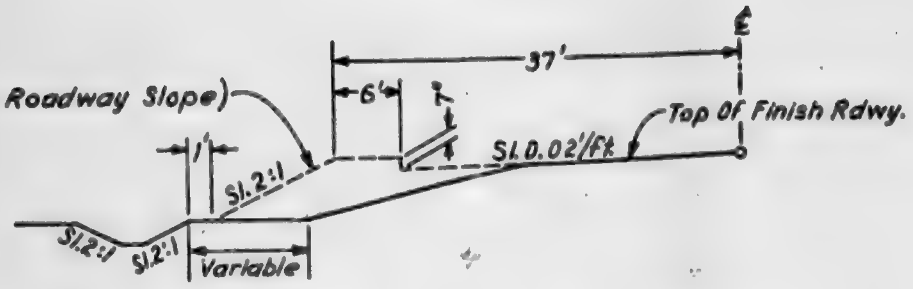


℄
Median
Lane
2'
7'
10'
12'
12'
8'
8'
12' Var.
4' Var.
Sl. 0.04'/ft
Sl. 0.02'/ft.
Sl. 4:1

(For Surfacing Details Not Shown, See A

STA. 46+90 To 49+30 (

49+30 To 54+00



℄
37'
6'
1'
(Future Roadway Slope)
Top Of Finish Rdwy.
Sl. 0.02'/ft.
Sl. 2:1
Sl. 2:1
Sl. 2:1
Variable

DRAINAGE DITCH INSTALLATION DETAIL

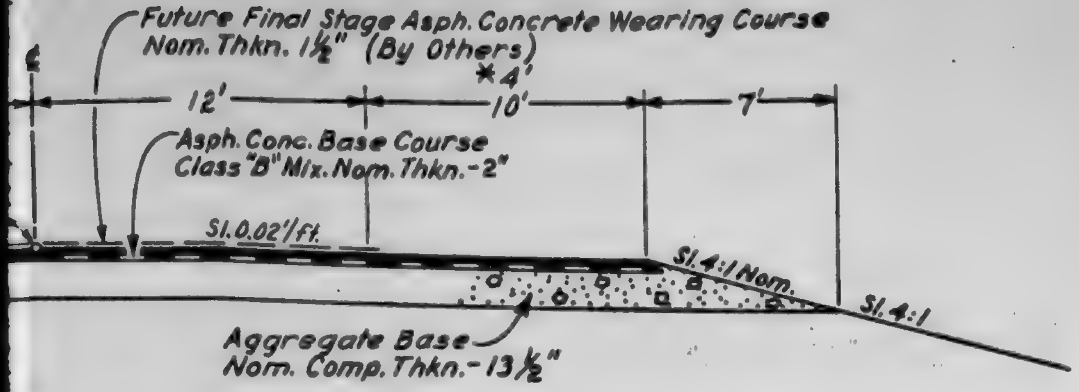
STA. 44+65 To STA. 50+55 Lt.
44+00 To 49+00 Rt.

R/W Maps 9B-7-13, 9B-16-19

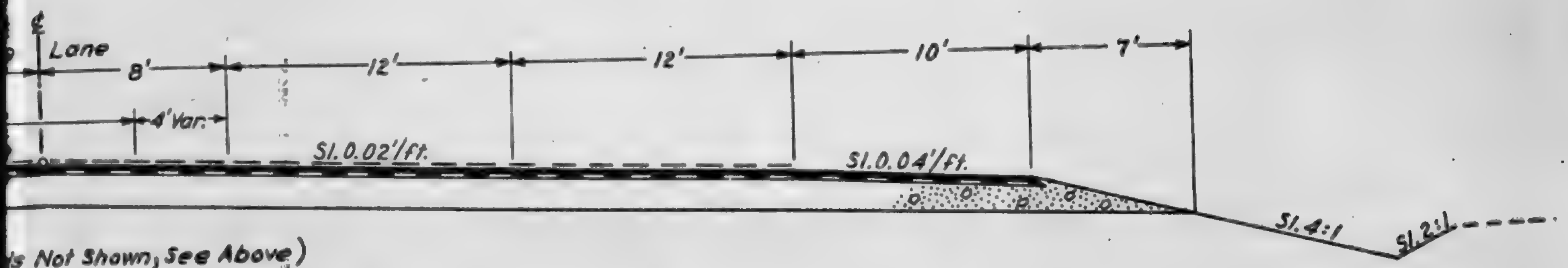
Cale - Roberts - Wetzel

SECTIONS

McLEOD LN. N.E.- OREGON ELECTRIC R.R. SEC. FAU 1830 (LOCKHAVEN DR. N.E.) MARION COUNTY				SHEET No. 2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


Future Final Stage Asph. Concrete Wearing Course
Nom. Thkn. 1½" (By Others)
℄
12'
10'
*4'
7'
Asph. Conc. Base Course
Class "B" Mix. Nom. Thkn.-2"
Sl. 0.02'/Ft.
Sl. 4:1 Nom.
Sl. 4:1
Aggregate Base
Nom. Comp. Thkn.-13½"

To STA. 46+90
(Harmony Dr.)
(Chemawa Rd.)


℄
Lane
8'
12'
12'
10'
7'
4' Var.
Sl. 0.02'/Ft.
Sl. 0.04'/Ft.
Sl. 4:1
Sl. 2:1

s Not Shown, See Above)
To 49+30 (Taper Section)
To 54+00

9274

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Randall Franke, Chairman
Pat McCarthy
Harry Carson, Jr.

EXECUTIVE OFFICER
Harold F. Brauner

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

July 23, 1980

REGION 2 ENGINEER
RECEIVED
JUL 29 1980
☐ RLE ☐ R3E
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ OFF

Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: McLeod Lane - OERR Section of Lockhaven Drive, NE. - FAU 1830.

Dear Mr. Stearns:

Preliminary plans forwarded by your letter of July 14, 1980 have been reviewed. Requested comments follow:

STEARNS WILL SEND PLANS TO CITY FOR INFO. & TELL COUNTY NO FINANCIAL CONTRIBUT. BY CITY. Z

a. The western Salem City limits lie just west of the OERR in the project area. A small part of the project construction area and much of the traffic protection on the east project approach lie within the City of Salem. It is requested that OSHD coordinate this work directly with the City of Salem as is appropriate.

b. The Pipe Data Sheet indicates that for culverts and drains 18-inch diameter and smaller, aluminum pipe, uncoated galvanized iron and steel pipe, and concrete pipe will be optional with the contractor. Marion County prefers concrete pipe; but because of cost uses Type A coated, galvanized steel pipe for much of the County road culverts and drains in the sizes included in this project. Long experience with corrosion in this area indicates that added costs of the asphalt-coated galvanized steel pipe are more than offset by increased service life. The Marion County Road Department does not use aluminum pipe in this area because of its susceptability to corrosion, and to damage during storage, transporting, and installation. It is preferred that aluminum pipe be permitted only if OSHD can demonstrate that negligible corrosion will occur in this area. It is also requested that Type A coating be required on all metal culvert and/or drain pipe.

c. It appears that note 3 is incorrectly designated as note 13 on sheet 3.

d. In the area of the approach at station 51+20 (Note 8) it appears that existing access is being cut to the section of "old Chemawa Road" to the east. Access to the east is also required.

e. The approach at station 41+40 (Note 13) is dimensioned as 6-feet wide. This should be 16-feet.

f. County has some concern over possible hazard associated with the proposed intersection of Chemawa Road, Lockhaven Drive, and St. Croix Way. It is requested that design of this area be reviewed with the intent of reducing the accident potential. A suggested revision which may improve conditions for entering St. Croix Way traffic is attached for consideration.

Preliminary drawings for this project were approved this date, subject to the above comments, and a signed copy is returned herewith for continuing action.

Sincerely,

BOARD OF COMMISSIONERS

Randall Franke
Chairman

Pat McCarthy
Commissioner

Harry Carson Jr.
Commissioner

JJG:lk

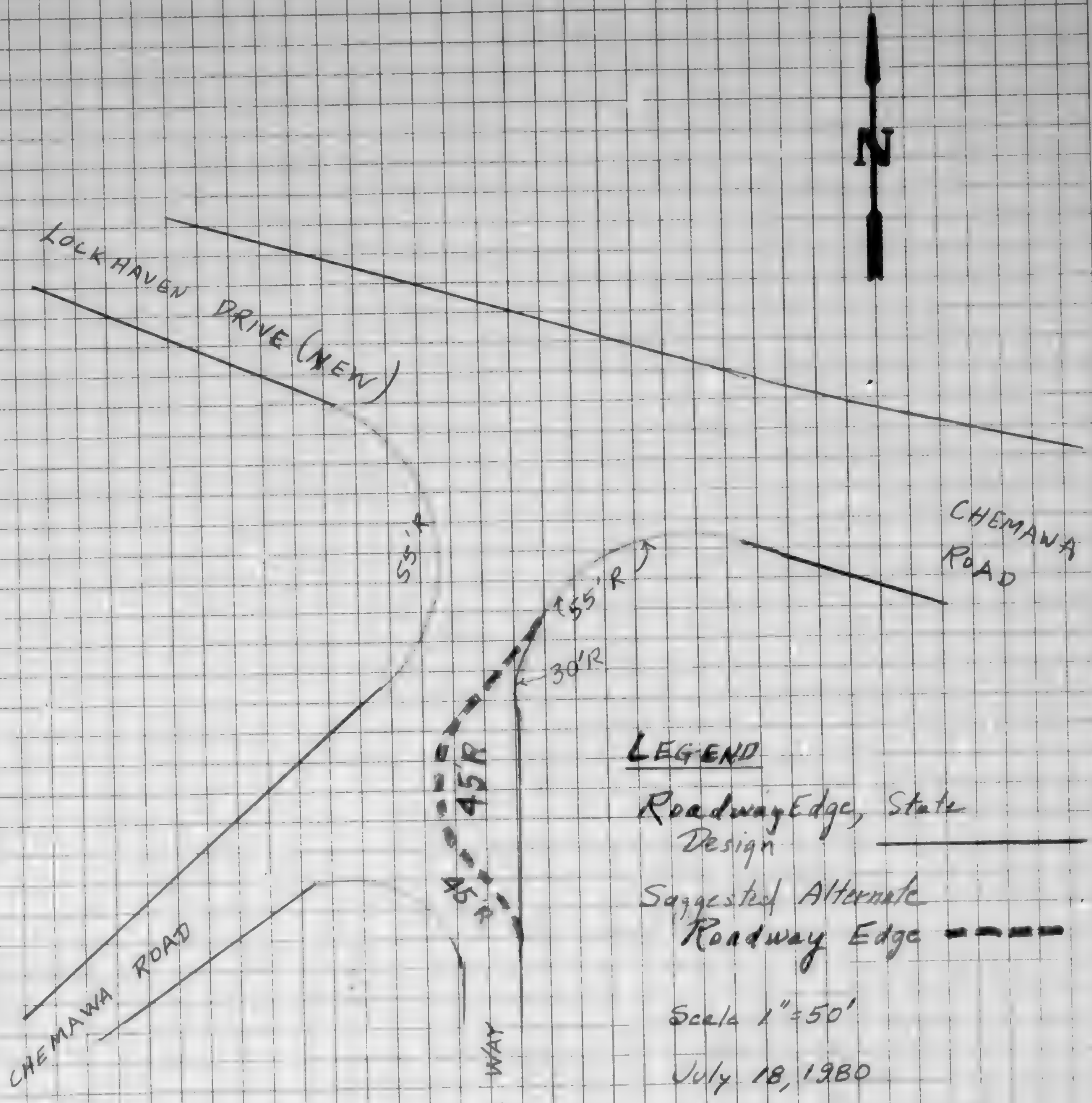
cc: L. E. George
Bruce Shafer
George Grove
Forrest Jones

Attachments

D. O. Christensen

DEPARTMENT OF BLIC WORKS
MARION COUNTY, SALEM, OREGON

DATE / / PREPARED BY CHECKED BY RECORD NO. SHEET OF


N
LOCKHAVEN DRIVE (NEW)
CHEMAWA ROAD
CHEMAWA ROAD
55'R
55'R
30'R
45'R
45'R
ST CROIX WAY
LEGEND
Roadway Edge, State Design
Suggested Alternate Roadway Edge
Scale 1" = 50'
July 18, 1980

McLEOD LANE - OERR SECTION
LOCKHAVEN DRIVE NE
FAU 1830

9274

4

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

April 24, 1980

NOTED
E. S. HUNTER

Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: FAU Project, Windsor Island Road - N. River Road Section - Olson Avenue.

Dear Phil:

Reference is made to your telephone report of April 24, 1980, which verified that the current estimate for construction of Olson Avenue is $1,615,000.

The magnitude of this estimate, together with reported limitations on availability of Federal Aid Urban funds, indicates that proceeding with this project could compromise the following higher priority projects (listed in order of County priority).

ROADWAY	SECTION
Lockhaven Drive	McLeod Lane - OERR
N. River Road	Stark St. - Chemawa Road
Silverton Road	Lancaster Drive - Lardon Road

It is therefore requested that OSHD suspend further action on this project until significant progress is made on other projects listed above and until it is apparent that Federal Aid funds will be made available for the Olson Avenue project.

Very truly yours,

George T. Grove
Acting Director of Public Works

John J. Green
Federal Aid Coordinator

RECEIVED
TECHNICAL SERVICES
APR 29 '80
REFER TO
FOR
Info | Inves | R/D | S/R | Dgn | Proj | File

JJG:lk

cc: Board of Commissioners
Bill Kappus
Ed Hunter ✓
Byron Meadows
Files

9274 4

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2 - 11 - 80

		FEDERAL AID PROJECT NO. 1830(1)
		STATE PROJECT NO. See below
FROM: G. L. Green, Division Administrator FHWA - Oregon Division	PROGRAM NO.	COUNTY NAME Marion
	ITEM NO. M-30	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 15 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	2/11/80	FAU 1830
		STATE ROUTE NUMBER County Road

GENERAL LOCATION:

McLeod Lane - Oregon Electric Railroad

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work and archeological salvage.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1/16/80 you are now authorized to proceed with the above work for a TEC of $4,000 with Federal participation limited to $3,432.
This authorization does not require an additional obligation of funds.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/11/80	G. K. H	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970 631-585

9224

2-11-80

L.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-1830(3)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 00048

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

2-13
Orig

RECEIVED
STATE HWY ENGR
FEB 13 '80
REFER TO
Moehring
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 2-11-80

FEDERAL ROUTE NUMBER FAU 1830

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

McLeod Lane - Oregon Electric Railroad Section

GENERAL DESCRIPTION OF WORK:

Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1-17-80, you are now authorized to proceed with all phases of right of way acquisition as outlined on R/W map 9B-16-19 for a TEC of $83,000 with Federal participation limited to $73,164. Federal participation is limited to that right of way actually incorporated in the final location.

DATE 2-11-80

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 031-855

9274

January 18, 1980

ROW 3

Marion County
Senator Building
Salem, Oregon 97301

Attn: George T. Grove
Assistant Director of Public Works

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the right-of-way acquisition phase of the McLeod Lane-Oregon Electric Railroad Section of Lockhaven Drive.

Financial sharing of the right-of-way acquisition is:

Total Right-of-Way	$83,000
Federal Funds	73,164
Balance	$ 9,836

County Share:
50% of $9,836 = $4,918

Please make your check in the amount of $4,918, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

GEK:pf

bcc w/AD # 718: Vern Skoog - Please return completed AD # 718
when check is received.
Phil Stearns, Region 2

Rec'd
1-25-80
Z

H

9274

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

January 17, 1980

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 00048
Project No. M-1830(3)
McLeod Lane-Oregon Electric Railroad Sec.
Marion County

Enclosed is data for the subject project.

We request the following:

Authorization to proceed with all phases of right of way acquisition at an estimated total cost of $ 83,000, with an obligation of $ 73,164 in federal funds. The right of way to be acquired is as outlined in red on the enclosed copy of right of way map 9B-16-19 and no relocation assistance is required.

Copies of the State Clearinghouse A-95 review approval letter have been previously forwarded.

CL:sr
Enclosures

cc: C. O. Fredrickson (Region 2)
J. Boyd
F. Lowe
G. Zehner

1-18-80
AO#718
TO TYPE
2

H

Form 734-3122

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

1-17-80

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 Co. Rd., 1.3 mi. N. of Salem	ADT	PRESENT 2,600	FUTURE (66) (70) 8,000	YEAR (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Right of Way Acquisition	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68) ▨	SUPV AGCY (69) ▨	DA CLASSIF. (70) ▨	DA AREA (71) ▨	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 M-	NUMBER 7 1830

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Marion			
	NAME OF URBAN AREA 17-31 Salem	ROUTE NO. U	FEDERAL-AID 1830 (32)	STATE Co. Rd. (36) (37)	U.S. --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW		"McLeod Lane-Oregon Electric Railroad Sec."	0.19	83,000	73,164	4,918	4,918 (C
5					CONST (CODE)							

CARD 1	CODE 1	PREPARED BY C.L.		PROJECT TOTALS	0.19	83,000	73,164	4,918	4,918 (C
1	14	PROGRAM APPROVAL DATES 10-4-79				(16) (23)	(24) (33)	REMARKS Additional Data-see it Projec	

Budget Bureau No. 41-R2067; Approval Expires February 28, 196

FORM PR-1
(REV. 4-61)

1-17-80

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ATION *(45 typewriter spaces)*	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
1.3 mi. N. of Salem		2,600	8,000		10	Oregon	41	W32	00048

typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
n								M-	1830	(3)		

rban System

COUNTY NAME Marion CODE 047

alem

ROUTE NO. U FEDERAL-AID 1830 STATE Co. Rd. U.S. --

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
48	53		(54) (58)	(59) (66)	(67) (76)			
		"McLeod Lane-Oregon Electric Railroad Sec."	0.19	83,000	73,164	4,918	4,918 (CO)	
								ROW-95' Minimum; Access Control-None; Parking Restrictions-None.
C.L.		PROJECT TOTALS	0.19	83,000	73,164	4,918	4,918 (CO)	
				(16) (23)	(24) (33)			

ATES

10-4-79

REMARKS

Additional Data-see item 35,
Project No. M-1830(1)

-over-

USCOMM DUSCOMM-DC 48905-P61

McLeod Lane-Oregon Electric Railroad Section
Project No. M-1830(3)

Project Data: Work under this project consists of right of way acquisition all phases for the future construction necessary to extend Lockhaven Drive easterly to connect with Chemewa Road near Oregon Electric Railroad and provide for two travel lanes with 10 foot shoulders.

FHPM 7-7-2 Requirements: Final Environmental Impact Statement adopted by FHWA on November 28, 1979

FHPM 7-7-5 Requirements:
a) Public Hearings- - - Held on July 27, 1978
b) Location/Design- - -Approval granted by FHWA on adoption of FEIS.

Note: 1) This project is in Congressional District NO. 2
2) No relocation assistance involved

9224

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

January 16, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Preliminary Engineering (Phase 2)
Project No. M-1830(1)
Mc Leod Lane-Oregon Electric RR Sec.
Marion County

I request authorization to proceed with the portion of preliminary engineering, including utility preparatory work and archeological salvage, necessary to obtain PS&E approval with no additional obligation of Federal funds.

This request is based on the fact that FHWA adopted the "Final Environmental Impact Statement" on November 28, 1979 which constitutes location/design approval.

Noted
H. S. COULTER

JLG:bke

cc: H. S. Coulter
E. S. Hunter
F. E. Terpin
J. H. Versteeg
Walt Hart
C. O. Fredrickson (Region 2)
John Grassman

RECEIVED
STATE HWY ENGR
JAN 17 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

Form 734-3122

9274

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Phone 378-3732
Salem, Oregon 97310

PNRS STATE REVIEW

Project #: 7912 4 340 Return Date: JAN 11 1980

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

This is a final Environmental Impact Statement and requires immediate action.

1. If you have comments, they must be received by the federal agency prior to the return date indicated above, or they will not be considered.

ENVIRONMENTAL IMPACT REVIEW
FINAL STATEMENT

(X) The environmental impact is adequately described.

( ) The comments we made on the Draft Statement have been adequately dealt with.

( ) The comments we made on the Draft Statement have not been adequately dealt with. (Give details below.)

( ) No comment.

REMARKS

Agency Parks By C H Baker

9274

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 14, 1979

TO WHOM IT MAY CONCERN:

The enclosed copy of the Final Environmental Impact Statement for McLeod Lane-Oregon Electric Railroad in Marion County, Oregon has been adopted by the Federal Highway Administration and filed with the Environmental Protection Agency and is being submitted for your review and comment. This document is being distributed on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

If it is your desire to further explore the impact of this project on the community, please address your comments to the Federal Highway Administration, The Equitable Center, Suite 100, 530 Center Street NE, Salem, Oregon, 97301 no later than January 28, 1980. This office would appreciate a copy of your comments.

Very truly yours,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section
412 Transportation Bldg
Salem, OR 97310

GAP:ct

Enclosure

McLEOD LANE - OREGON ELECTRIC RAILROAD

NOTED
E. S. HUNTER

FINAL ENVIRONMENTAL IMPACT STATEMENT

MARION COUNTY, OREGON

RECEIVED
TECHNICAL SERVICES
DEC 14 '75
REFER TO
FOR
Info Inv R/D D/R Sign Act File

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Region 10

FHWA-OR-EIS-78-08-F

McLeod Lane-Or Electric RR
(Chemawa Road)
Marion County, Oregon
Project M-1830(1)

ADMINISTRATIVE ACTION

FINAL
ENVIRONMENTAL IMPACT STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon State Department of Transportion

Submitted pursuant to 42 U.S.C. 4332 (2) (c) and 23 U.S.C. 128(2)

ES Hunter
Assistant State Highway Engineer

10-10-79
Date

C. K. Scott
Federal Highway Administration Official

11-28-79
Date

FINAL
ENVIRONMENTAL IMPACT STATEMENT
McLEOD LANE-OREGON ELECTRIC RAILROAD
(CHEMAWA ROAD)
MARION COUNTY

PREFACE

The Draft Environmental Impact Statement for the proposed project section was circulated for review on June 9, 1978. On June 20 and July 18 the notice of the public hearing and availability of the Environmental Statement was published in the Salem Capital Journal. The combined Corridor/Design public hearing was held on July 27, 1978 at Gubser School in Salem, conducted by Marion County Public Works Department staff. Previous to the formal hearing, a one-hour information period was provided for interested people to review the project and its environmental effects.

Six individuals attended the public hearing; several comments were made at the hearing by the attendants (A brief summary is provided in the Coordination Section). Additionally several individuals submitted written comments during the ten-day response period that ended August 7. Finally, a number of government agencies submitted written comments about the Draft Environmental Statement during the 45-day comment period that ended July 25, 1978. Such comments that resulted in a necessary change to the Environmental Statement have been incorporated into the text of this Final EIS. Further, the specific comments made by the public and agencies are addressed, together with the full text of all written comments received, at the end of this EIS.

Major changes include:

- Figure 5 - Typical Project Sections - has been revised to indicate the change in project design;

- Table 1 - Projected Average Daily Traffic for 1995 - has been revised to reflect changes in traffic projections;
- Noise Impacts and Mitigation section - has been completely revised to reflect new traffic figures, noise impacts and mitigation measures;
- Air Quality Impacts section - has been completely revised to reflect new traffic figures, and air quality impacts;
- Energy Impacts section - a new section has been added;
- the EIS has been revised to reflect the selection of Alternative 2 as the option that will be constructed.

After review of the social, economic and environmental factors, the Marion County Board of Commissioners recommended that Alternative 2 (construction of a new extension of Lockhaven Drive on a near-direct alignment) be selected for construction.

SUMMARY

1. Federal Highway Administration Administrative Action Environmental Statement

( ) Draft (X) Final

( ) Section 4(f) Statement attached

2. The following individuals may be contacted for further information concerning the subject proposal and the contents of this environmental statement:

Mr. Glen Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301
Phone: 378-3845

Mr. C. O. Fredrickson
Regional Engineer
Oregon State Highway Division
205 East Salem Highway Building
Salem, Oregon 97310
Phone: 378-2626

Mr. Gary A. Potter
Manager
Environmental Section
Ore. Dept. of Transportation
Salem, Oregon 97310
Phone: 378-8486

Mr. D. H. Moehring
Project Management Engineer
Project Management Section
Ore. Dept. of Transportation
Salem, Oregon 97310
Phone: 378-6563

3. Description and Purpose of Proposed Action

Federal-Aid Urban System (FAUS) Route 1830 presently extends from North River Road in Keizer easterly to Cordon Road north of Salem, traversing Lockhaven Drive, Harmony Drive, Chemawa Road and Hazel Green Road. The proposed project subject of this Final Environmental Impact Statement includes that portion of the route from McLeod Lane to the Oregon Electric Railroad Crossing.

The purpose of the proposed project is to improve the connection of Lockhaven Drive to Chemawa Road. Increasing traffic volumes are causing periods of congestion, and roadway conditions are becoming less safe for bicycles and pedestrians. Proposed improvements will provide adequate highway capacity for traffic volumes projected for the next twenty years, and footpaths/bikepaths for pedestrians and bicyclists.

Improved highway capacity will be accomplished by providing wider travel lanes and wider paved shoulders, channelizing major intersections and separating pedestrian and bicycle traffic from motorized traffic. Expansion of the facility to four travel lanes will be possible with the selected design of Alternative 2 if future conditions warrant.

4. Major Alternatives Considered

The project alternatives include (see Figure 4, p. 5a):

Alternative 1: This would have consisted of a new roadway extending Lockhaven Drive approximately 1,250 feet easterly on a curving alignment, primarily through open pasture and a portion of a small orchard, to connect with Chemawa Road by a "Y" intersection immediately west of the Oregon Electric Railroad crossing. The new roadway would have been located within a 120-165 foot right-of-way. This would not have required acquisition of homes or businesses, but would have displaced a pumphouse and well near the east end of the project. Project cost would have been approximately $260,000.

Alternative 2 (the selected alternative): This will consist of a new roadway extending Lockhaven Drive approximately 1,150 feet easterly on a direct alignment, primarily through open pasture and the small orchard to connect with Chemawa Road by a "Y" intersection west of the Oregon Electric Railroad crossing. The new roadway will be located within a 120-165 foot right-of-way, encroaching on the frontage of two homes. Additionally, two small barns will be displaced. Project cost will be approximately $260,000.

Alternative 3: This would have involved widening and improving the existing alignment of Lockhaven Drive east from McLeod Lane, Harmony Drive southeast to Chemawa Road and Chemawa Road northeast and east to the recently completed I-5 overpass roadway section. This would have encroached approximately fifteen feet into yards of fourteen homes within a right-of-way wider than the existing right-of-way; project length would be approximately 1,700 feet. Existing intersections would remain, although pavement markings could be modified. This would have required acquisition of one home near the intersection of Harmony and Chemawa. Project cost would have been approximately $285,000.

Alternative 4: "No Build," which would have involved the continued use and maintenance of Lockhaven, Harmony and Chemawa as they currently exist. Nothing would be constructed along the route beyond normal maintenance.

5. Summary of Environmental Impacts

Build Alternatives: 1. Alternative 2 will relieve (and Alternatives 1 and 3 would have relieved) existing congestion and improve safety conditions through the section. Adequate highway capacity for the projected twenty-year traffic volumes will be provided. Additionally, adequate right-of-way will be acquired to upgrade the route to four lanes if future conditions warrant. 2. Alternative 2 will require new right-of-way and therefore remove some land from other existing and potential uses (as 1 and 3 would have). 3. Existing and future air and noise impacts will be redistributed. 4. Energy use for construction, maintenance and road user operation will occur.

Alternative 1: 1. Increased noise and air pollution and aesthetic impacts would have occurred in areas not now affected, but air and noise pollution would decrease elsewhere. 2. Three acres of agricultural land would have been acquired, primarily open pasture. This would have been an aesthetic impact as well as conversion of productive farmland to highway use. 3. A pumphouse and well would have been displaced.

Alternative 2 (the selected alternative): 1. Increased noise and air pollution and aesthetic impacts will occur in areas not now affected, but air and noise pollution will decrease elsewhere. 2. Two barns will be displaced. 3. Approximately 2.4 acres of agricultural land will be acquired, primarily open pasture, but also including most of a small orchard. An aesthetic effect as well as a loss of agricultural land will result.

Alternative 3: 1. One single-family home, housing two adults, would have been acquired. 2. Thirteen other homes would have experienced reductions in yard areas. 3. Approximately 1.2 acres of agricultural land, primarily open pasture, would have been acquired, with similar land conversion and aesthetic effects as the other build alternatives. 4. Air and noise pollution impacts would be greater.

No-Build Alternative: 1. No-Build, Alternative 4, would have increased noise and air pollution along the present route. 2. Further deteriorating safety conditions and increased traffic congestion through the project section would have occurred.

6. Agencies and Organizations Receiving Copies of the Draft Statement

Federal Agencies

Bureau of Outdoor Recreation
Department of Agriculture
Department of Commerce
Department of Health, Education and Welfare
Department of Housing and Urban Development
* Department of the Interior
* Environmental Protection Agency
Federal Aviation Administration
Fish and Wildlife Service
National Oceanic and Atmospheric Administration
National Park Service
Soil Conservation Service
U.S. Army Corps of Engineers
U.S. Coast Guard
* Department of Energy

State Agencies

- Executive Department, Intergovernmental Relations Division
- * Department of Environmental Quality
- Department of Fish and Wildlife
- Department of Geology and Mineral Industries
- * Department of Land Conservation and Development
- Division of State Lands
- Oregon State Library
- Oregon State University
- Water Resources Board

Local - Other

- * Marion County Board of Commissioners
- City of Salem
- Salem Chamber of Commerce
- Keizer Merchants
- Berean Baptist Church
- L.D.S. Church
- Keizer Fire Department
- School District 24J
- * Mid Willamette Valley Council of Governments
- Oregon Environmental Council
- Salem Area Transportation Study - Coordinating Committee, Citizens Advisory Committee and Technical Advisory Committee
- Marion County Planning Commission
- Citizen Advisory Committee - Mrs. J. C. Mount; Mrs. M. Ebert; Don Earle, Chairman; Bob Hammack; Lovita Williams; Majorie Bowder; Robert L. Lowery, and Lester F. Sanford.

7. The Draft Environmental Impact Statement was made available to the Environmental Protection Agency, other agencies and the public on June 9, 1978.

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*Those agencies, organizations or individuals that commented on the Draft Environmental Impact Statement.

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PURPOSE AND ALTERNATIVES

Location

Federal Aid Urban System (FAUS) Route 1830 presently extends from North River Road in Keizer easterly to Cordon Road northeast of Salem, following Lockhaven Drive, Harmony Drive, Chemawa Road and Hazel Green Road. The project subject of this environmental statement extends from the Lockhaven Drive/McLeod Lane intersection to the Oregon Electric Railroad crossing immediately west of the Chemawa Road overpass of I-5 (Figures 1 and 2 pp. 1a and 1b). Lockhaven Drive has generally come to be used as an east-west arterial along the rapidly developing north fringe of the Salem urban area. The route carries traffic west to the major north-south arterial (North River Road) and east over I-5 to Portland Road (Oregon 99E), also a primary north-south arterial leading into Salem.

Existing Facility

The existing route 1830 from McLeod Lane to the Oregon Electric Railroad consists of a twenty-foot wide, two-lane facility with gravel shoulders, within a right-of-way of sixty feet. The existing bikepath/footpath on the north side of Lockhaven ends at the Harmony Drive/McLeod Lane junction and pedestrians and bicyclists must use the gravel shoulders on Harmony Drive and Chemawa Road. There are presently four intersections along the routes in the project area: Lockhaven-McLeod-Harmony; Harmony-Chemawa; Chemawa-St. Croix and Chemawa-Ridge; and traffic traversing the route must take two curves and one corner.

A manual traffic count taken in February 1975 at the intersection of Harmony and Chemawa indicated an Average Daily Traffic (ADT) of 1,600 on

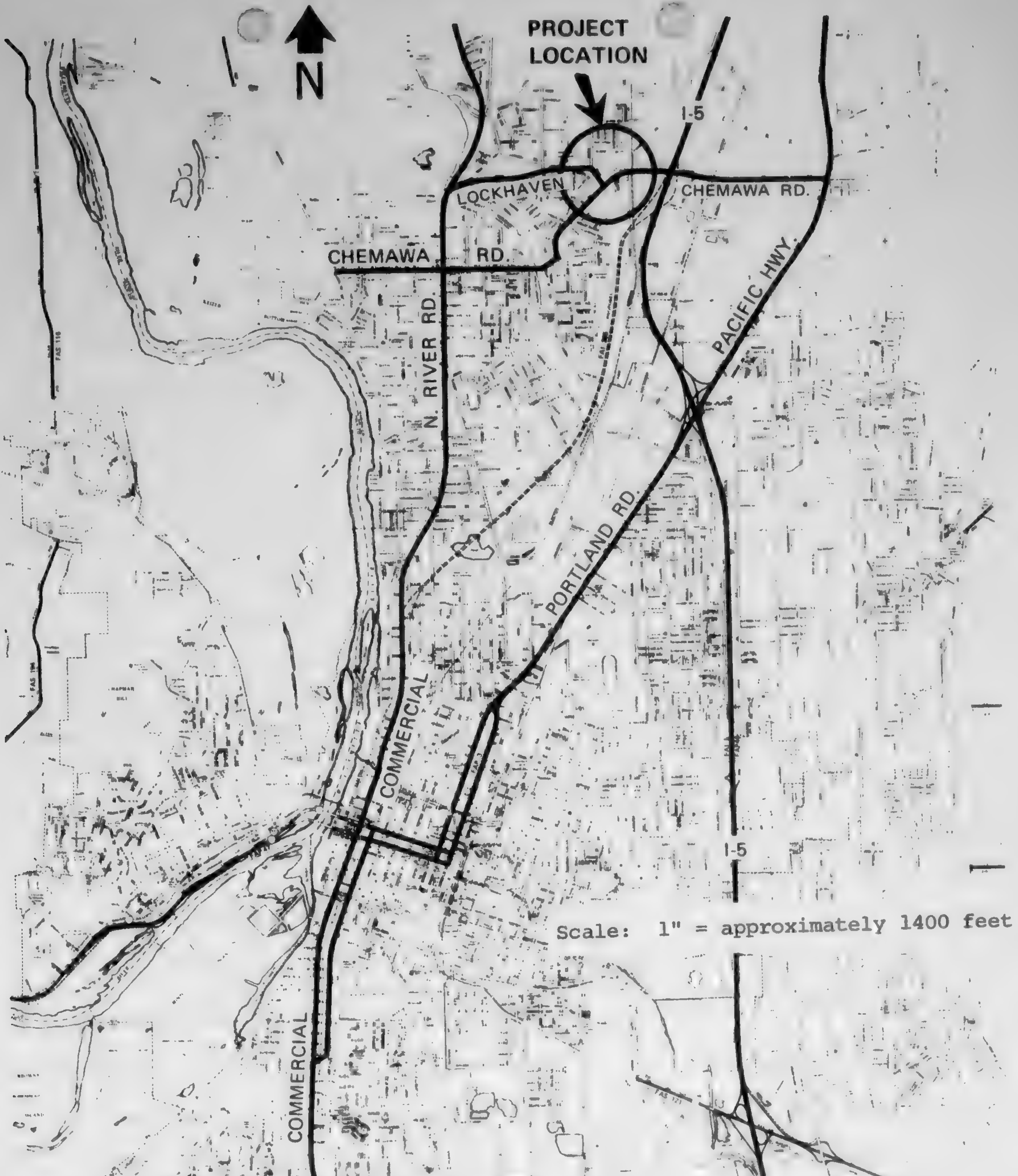
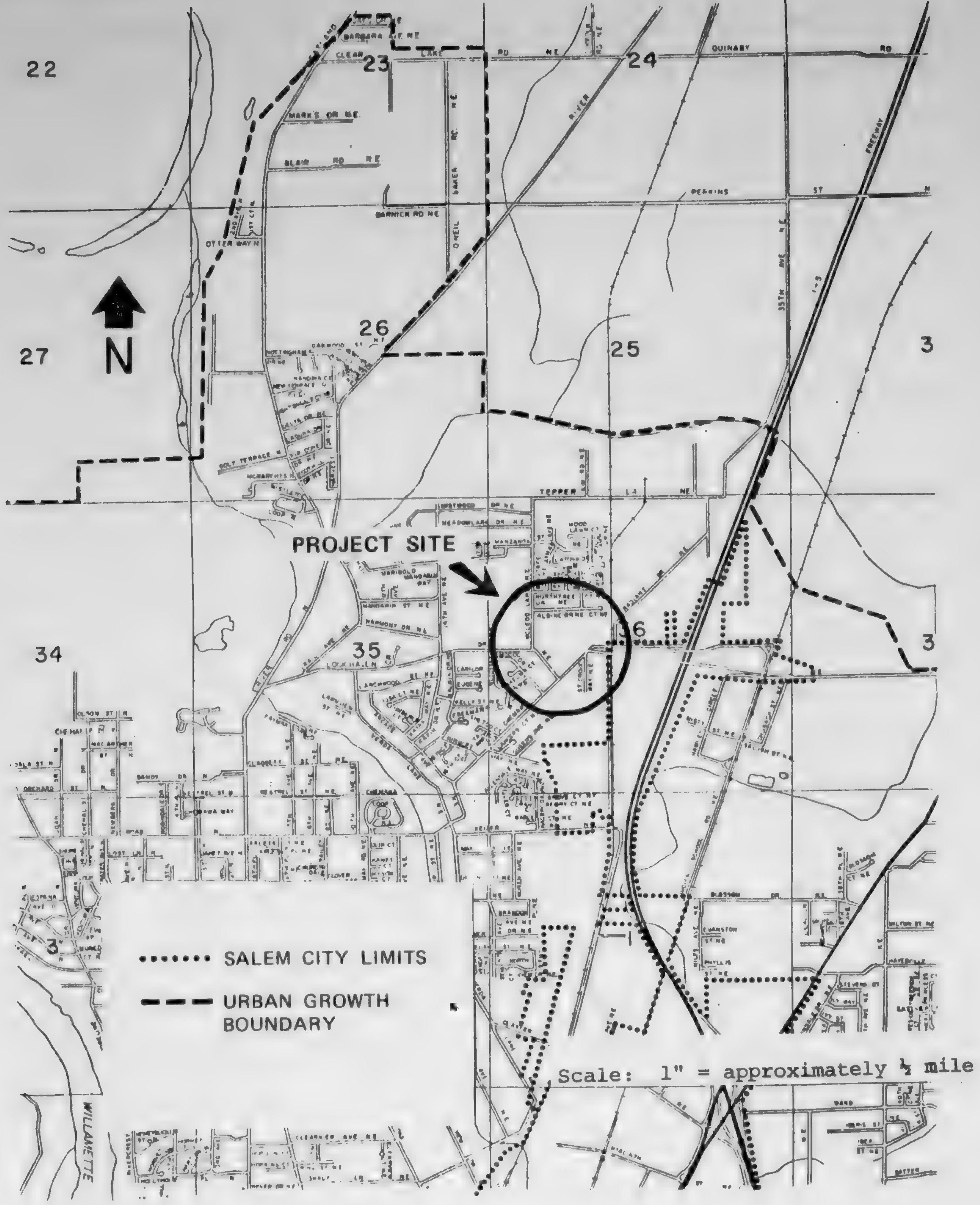

N
PROJECT LOCATION
LOCKHAVEN
CHEMAWA RD.
CHEMAWA RD.
I-5
PACIFIC HWY.
N. RIVER RD.
PORTLAND RD.
COMMERCIAL
COMMERCIAL
I-5
Scale: 1" = approximately 1400 feet
SALEM, OREGON

FIGURE 1 – PROJECT LOCATION


22
23
24
QUINABY RD
BARBARA AVE NE
CLEAR LAKE RD NE
MARKS DR NE
BLAIR RD NE
BARNICK RD NE
PERKINS ST
OTTER WAY N
N
26
27
25
3
TEPPER LN NE
PROJECT SITE
6
3
34
35
FREEWAY
I-5
WILLAMETTE
SALEM CITY LIMITS
URBAN GROWTH BOUNDARY

Scale: 1" = approximately ½ mile

FIGURE 2 — PROJECT SITE

Harmony, 3,400 on Chemawa east of the intersection and 2,400 on Chemawa west of the intersection. A Traffic Analysis for the year 1995 prepared by the Oregon Department of Transportation indicates that traffic along the route will increase considerably, with the actual amounts dependent upon the alternative selected for the route in this section and the possible effects of other contemplated road construction. (Table 1 and Appendix A).

Objective - Need

At present, urban development in the form of large, new subdivisions is occurring rapidly in this area, which is within the northern limits of the Salem Urban Growth Boundary as designated in the Salem Area Comprehensive Plan. This development is occurring north, south, and west of the project area. Several new subdivisions have been built since 1970 and more acreage has been subdivided for planned future housing construction in the project study area.

New schools and churches have been built to accommodate the influx of families. As more new development occurs on the approximately fifteen acres of remaining open land in the project area, the Lockhaven-Harmony-Chemawa corridor is expected to receive more of the newly generated traffic typical of such "bedroom communities" on the fringes of urban areas.

Lockhaven Drive has evolved into an east-west arterial along the north fringe of the urban area. Traffic corridors in this area have been and continue to be very dissected with few, well-planned arterials. North River Road, about one mile west of the project area, is the main north-south arterial carrying traffic into downtown Salem. Chemawa Road and Lockhaven Drive feed traffic onto North River Road, and also carry traffic east over I-5 to Portland Road (99E), about two miles east of the project area.

Lockhaven Drive has a relatively straight alignment except at the east end of the road where traffic is diverted to Harmony Drive. In order to function efficiently as an east-west arterial, the present route will be improved. The improvement will allow current and future traffic volumes to be carried more safely and efficiently.

Planning Coordination

Existing transportation problems and future transportation plans in this area of greater Salem have been studied by the Mid-Willamette Valley Council of Governments (MWV COG). The Salem Area Transportation Study (SATS) was begun in 1961 under the direction of the Salem area local governments (City of Salem, Marion County, Polk County), with participating agencies including the Oregon State Highway Division, Federal Highway Administration, State of Oregon, Regional Parks and Recreation Agencies, State Public Transit Division, and Mid-Willamette Valley COG. The resulting Salem Area Transportation Plan for 1982, adopted in 1969, has been updated and revised several times to reflect changing transportation conditions. In 1973 and 1974 the SATS Coordinating Committee and Technical Advisory Committee recommended that Olson Street N., Lockhaven Drive and the easterly end of Chemawa Road be designated an east-west arterial to connect Portland Road with Windsor Island Road. This concept has been included in the Salem Area Transportation Plan for the year 2000 as adopted by the SATS Coordinating Committee on July 20, 1977.

The project subject of this environmental statement is one part of the improvement recommended by the SATS Committees. The proposal has been and is part of the Year 2000 SATS plan since 1974, and is consistent with the Salem Urban and Marion County Comprehensive Plans. The proposal has a high priority on the project list of the Council of Governments Federal-Aid Urban System improvements.

The SATS Plan of the MWV COG includes plans to widen Lockhaven Drive to four lanes from River Road to Chemawa Road if and when traffic growth on the facility warrants such action. The selected project alternative 2 extending Lockhaven to connect with Chemawa has been designed within sufficient right-of-way to accommodate widening to four lanes if necessary in the future. (Alternative 1 would have also been designed to allow four lanes, but the right-of-way for Alternative 3 would not have allowed for a four lane road).

The transportation plan also proposes connecting the Lockhaven-Chemawa arterial to I-5 at an interchange to be built at the existing four-lane overpass of I-5 at Chemawa Road, constructed in 1975. In addition, earlier plans for a new freeway spur, designated I-305, have been changed to delete the freeway facility, and substitute a proposed access-controlled arterial road (Salem Parkway) that may begin at the Chemawa Road interchange. This proposed arterial would carry traffic from I-5 southwest into Salem. If this arterial is built in this corridor, Lockhaven would connect to it with the proposed I-5 interchange at Chemawa Road. (See Figure 3 illustrating the relationship of the McLeod Lane-Oregon Electric Railroad project with the Chemawa Road/I-5 interchange. The location of the Salem Parkway has not been determined; the Chemawa interchange is only one of several terminal points currently being studied).

The traffic analysis prepared by the Oregon Department of Transportation considers the impacts of traffic volumes for the three build and the no-build alternatives and the effects of the other contemplated highway construction projects if completed within this time frame. Such projects that

Scale: 1" = approximately 330 feet

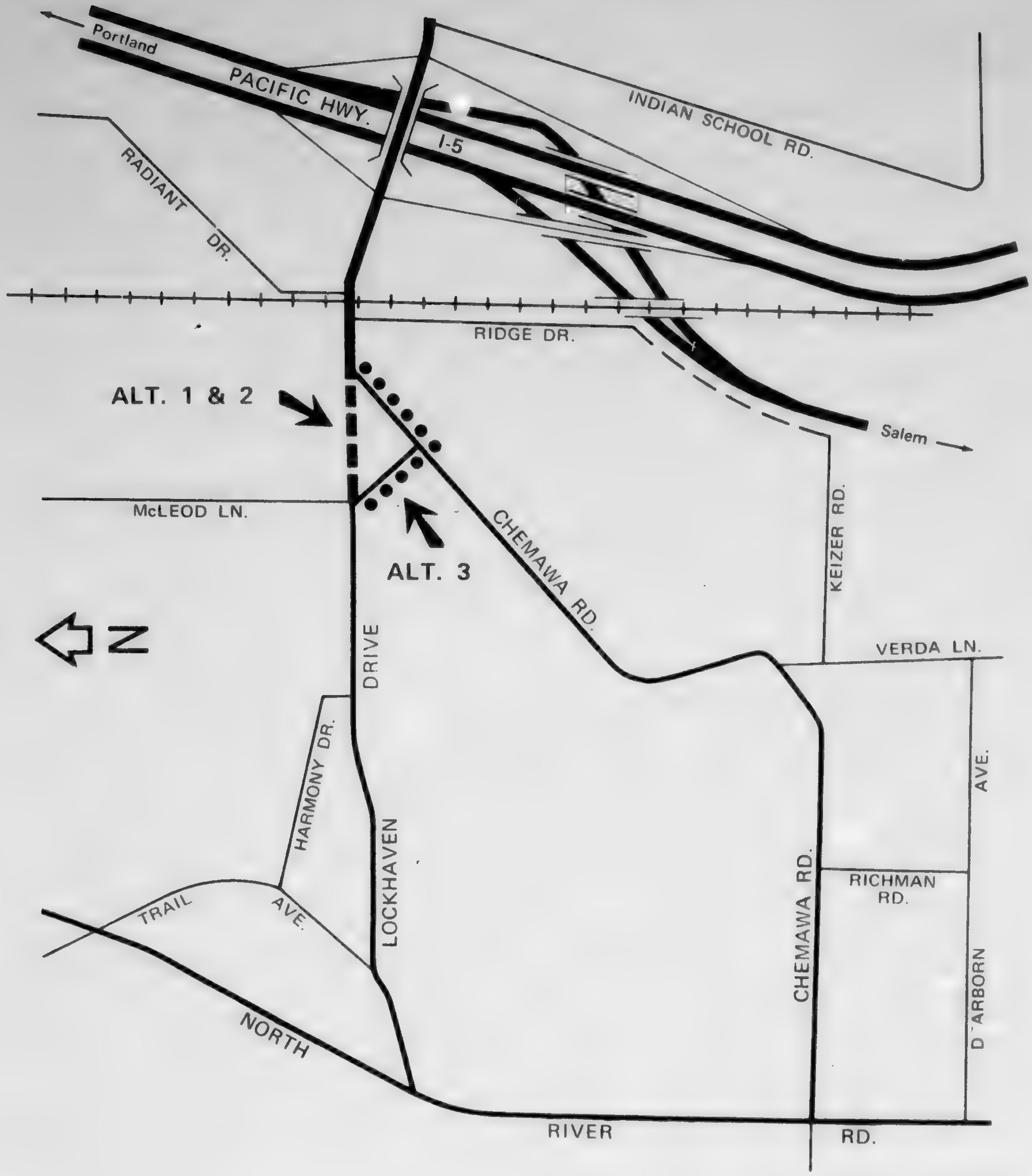

Portland
PACIFIC HWY.
I-5
INDIAN SCHOOL RD.
RADIANT DR.
RIDGE DR.
ALT. 1 & 2
ALT. 3
Salem
McLEOD LN.
CHEMAWA RD.
KEIZER RD.
N
DRIVE
VERDA LN.
HARMONY DR.
LOCKHAVEN
AVE.
TRAIL AVE.
RICHMAN RD.
CHEMAWA RD.
D'ARBORN
NORTH
RIVER
RD.

FIGURE 3 – PROJECT RELATIONSHIP TO PROPOSED CHEMAWA ROAD/I-5 INTERCHANGE

are evaluated include the construction of the full interchange at Chemawa Road on the Pacific Highway I-5 and the Salem Parkway from that interchange into North Salem.

Alternatives

Alternative project alignments are illustrated on Figure 4, p. 5a.

Alternative 1 would have extended Lockhaven Drive from its present eastern terminus at McLeod Lane and Harmony Drive along a new gently northward curving alignment to connect to Chemawa Road via a Y-intersection near the Oregon Electric Railroad crossing. About 120-165 feet of right-of-way width through open pasture would have been acquired. The intersections at Lockhaven Drive and McLeod Lane and Harmony Drive would have been mandatory stops for vehicles entering Lockhaven from those streets. Project length would have been about 1,250 feet; project cost, including right-of-way, would have been approximately $260,000. (See Figure 5, p. 5b for a typical section for Alternative 1.)

Alternative 2 (the selected alternative) will extend Lockhaven Drive from its present eastern terminus along an essentially direct alignment to connect to Chemawa Road via a Y-intersection near the railroad crossing. About 120-165 feet of right-of-way through two homesites and pasture land will be required. Intersections at Lockhaven, McLeod and Harmony will be mandatory stops for vehicles entering Lockhaven. Project length will be about 1,150 feet; project cost including right-of-way will be approximately $260,000. (See Figure 5, p. 5b for a typical section for Alternative 2.)

Alternative 3 would have widened the existing road sections of Lockhaven Drive at McLeod Lane, southeasterly along Harmony Drive, and northeasterly along Chemawa Road to the existing four-lane I-5 overpass. The proposed are evaluated include the construction of the full interchange at Chemawa Road on the Pacific Highway I-5 and the Salem Parkway from that interchange into North Salem.

Alternatives

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Alternative 3 would have widened the existing road sections of Lockhaven Drive at McLeod Lane, southeasterly along Harmony Drive, and northeasterly along Chemawa Road to the existing four-lane I-5 overpass. The proposed

Scale: 1" = approximately 330 feet

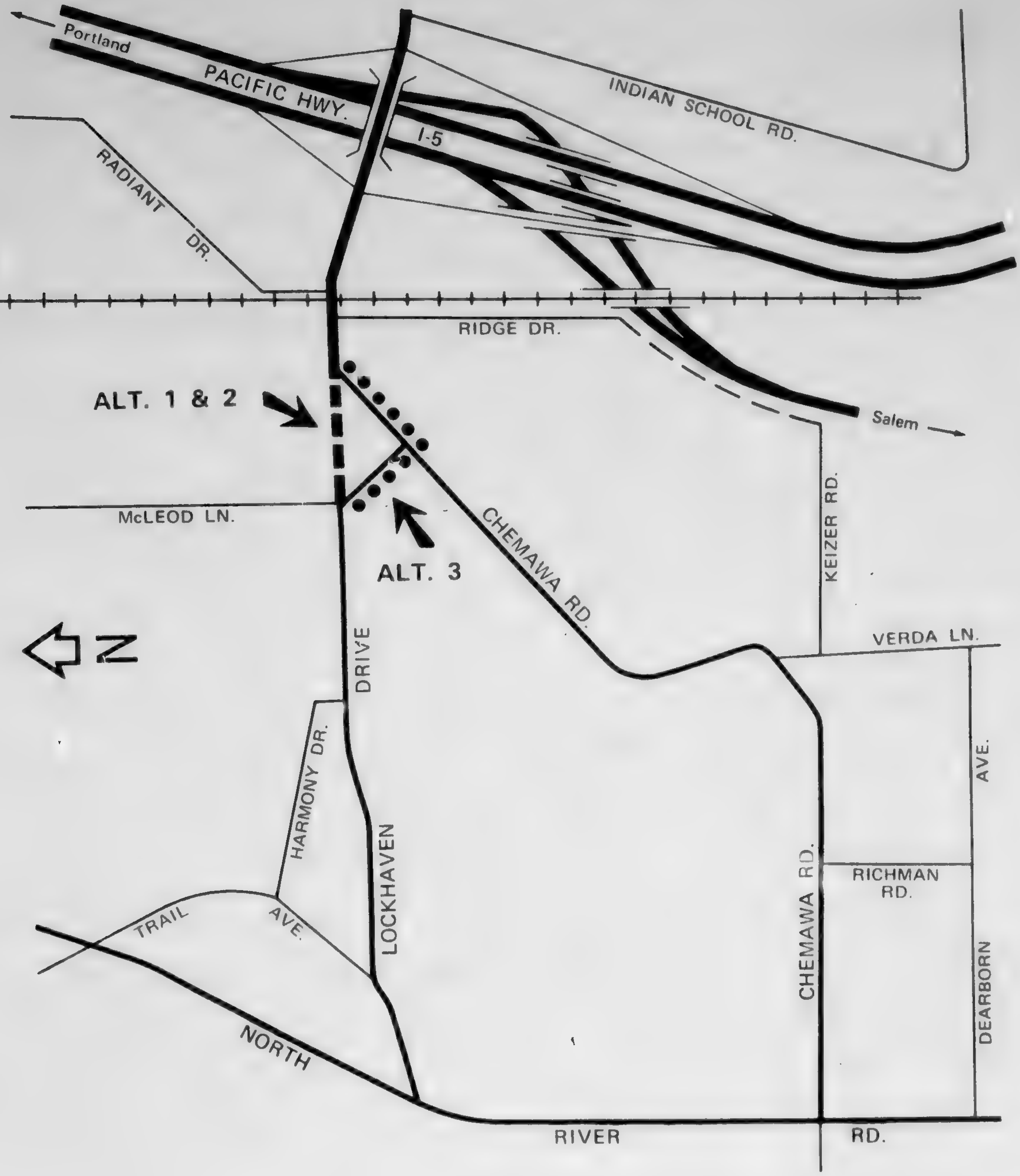

Portland
PACIFIC HWY.
I-5
INDIAN SCHOOL RD.
RADIANT DR.
RIDGE DR.
ALT. 1 & 2
Salem
McLEOD LN.
ALT. 3
CHEMAWA RD.
KEIZER RD.
N
DRIVE
VERDA LN.
HARMONY DR.
LOCKHAVEN
AVE.
RICHMAN RD.
CHEMAWA RD.
DEARBORN
TRAIL AVE.
NORTH
RIVER RD.

FIGURE 3 – PROJECT RELATIONSHIP TO PROPOSED CHEMAWA ROAD/I-5 INTERCHANGE

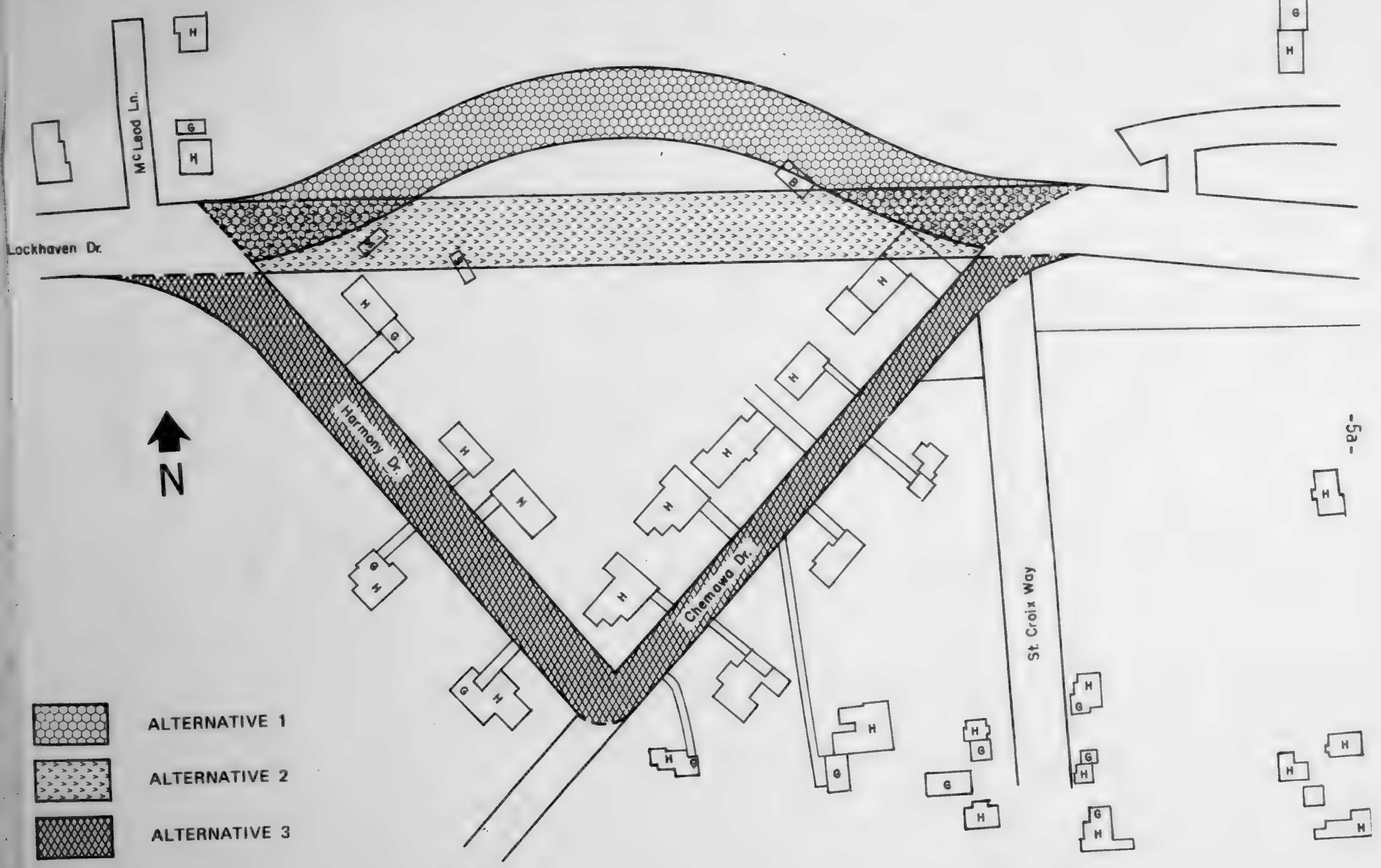
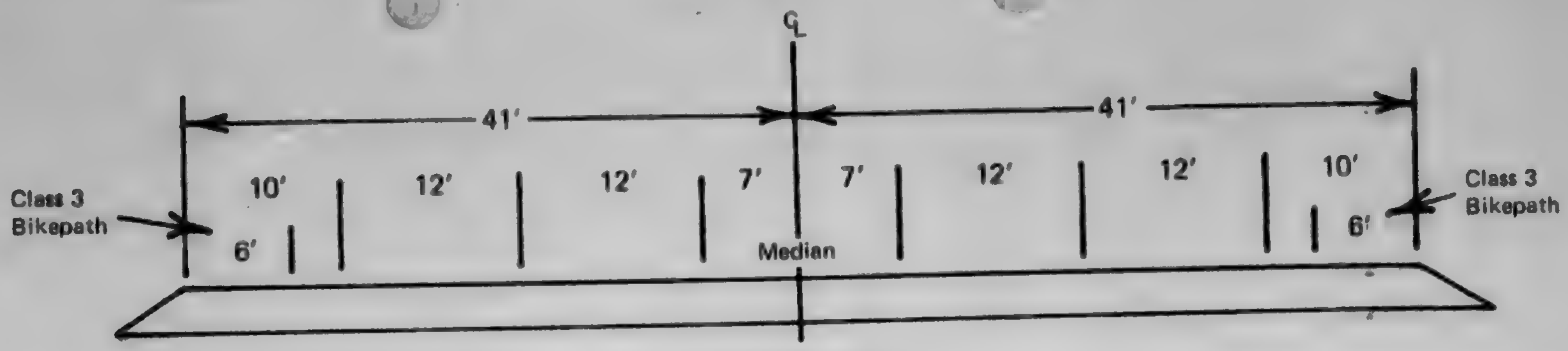
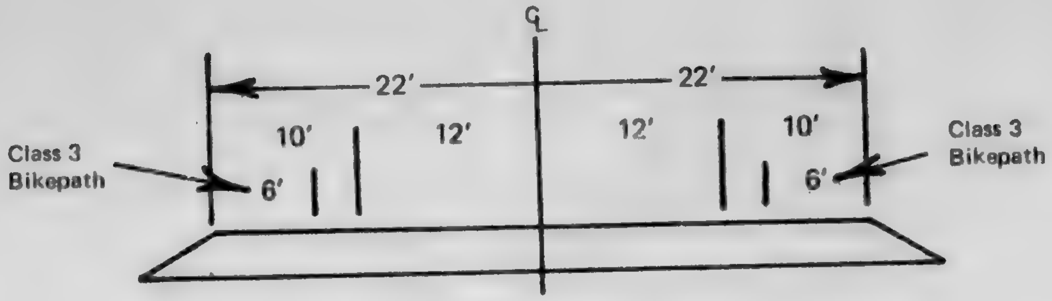

McLeod Ln.
Lockhaven Dr.
Harmony Dr.
Chemawa Dr.
St. Croix Way
N
H
G
B
▨ ALTERNATIVE 1
▨ ALTERNATIVE 2
▨ ALTERNATIVE 3

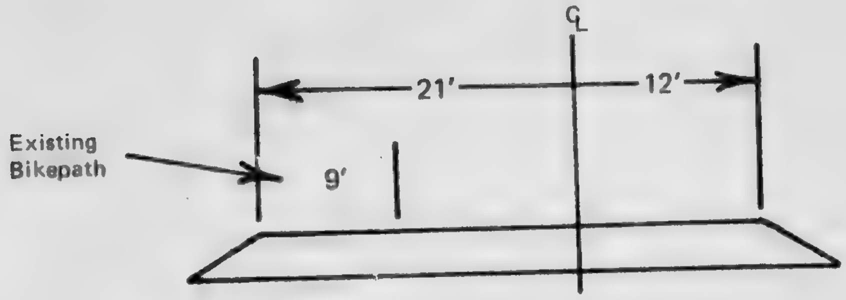
FIGURE 4 – PROJECT ALTERNATIVES


℄
41'
41'
Class 3 Bikepath
10'
6'
12'
12'
7'
Median
7'
12'
12'
10'
6'
Class 3 Bikepath

AT RIDGE DRIVE

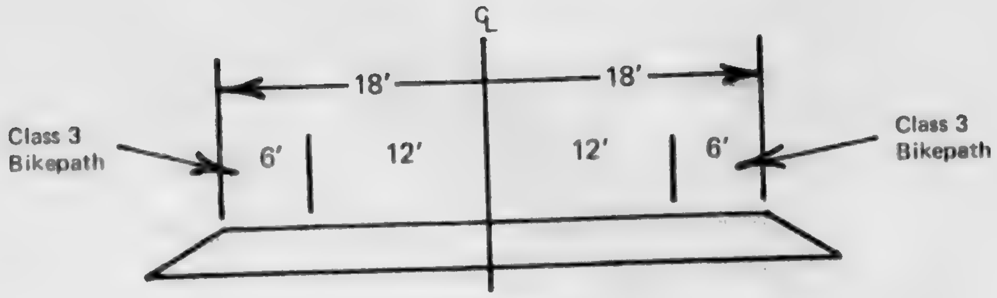

℄
22'
22'
Class 3 Bikepath
10'
6'
12'
12'
10'
6'
Class 3 Bikepath

AT HARMONY DRIVE


℄
21'
12'
Existing Bikepath
9'

WEST END OF PROJECT

ALTERNATIVES 1 & 2


℄
18'
18'
Class 3 Bikepath
6'
12'
12'
6'
Class 3 Bikepath

ALTERNATIVE 3

Figure 5: TYPICAL SECTIONS RECOMMENDED

widening would have accommodated two travel lanes, paved shoulders and a bikepath/footpath. Fifteen feet of additional right-of-way would have been required on both sides of the existing road sections; but the total right-of-way would not have been sufficiently wide to provide four lanes in the future. Intersections would have remained as they presently exist although pavement markings could have been modified. Project length would have been about 1,700 feet; project cost including right-of-way would have been approximately $285,000. (See Figure 5, p. 5b for a typical section for Alternative 3.)

Alternative 4, the No Build option, would have continued the maintenance and use of the existing road sections of Lockhaven Drive, Harmony Drive, and Chemawa Road in the project area for FAUS Route 1830. No widening or major reconstruction would have occurred beyond normal maintenance.

Need

Current (1979) average daily traffic (ADT) on the Harmony Drive section from Lockhaven to Chemawa is about 1,900 vehicles per day (see Appendix A). About ten percent of peak hour traffic is heavy-duty vehicles--primarily school buses.

Table 1 illustrates 1995 projected traffic of the various alternatives, indicating the large increases in traffic volumes that are expected to occur no matter which alternative would have been selected. The volumes shown assume the Salem Parkway terminus will be at the Chemawa Road Interchange for "worst case" traffic numbers. If the terminus were to be located elsewhere, traffic volumes would be somewhat less.

Rush hour traffic on Harmony Drive probably will continue to operate at level of service "C", characterized by relatively stable flows with some acceptable delays and an average traffic speed of 20-25 mph.

TABLE 1

PROJECTED AVERAGE DAILY TRAFFIC FOR 1995

	With the Salem Parkway beginning at Chemawa Road Interchange			
	ALTERNATIVE			
SECTION	1	2	3	4
Lockhaven Drive (West of Harmony Dr.)	7,200	7,200	6,300	3,000
Harmony Drive (Lockhaven-Chemawa)	400	400	7,400	5,000
Chemawa Road (Harmony Drive - Radiant St.)	4,100	4,100	12,000	12,000
Chemawa Road (Harmony - West)	4,500	4,500	5,400	7,000
Lockhaven Drive (McLeod Lane-Chemawa) (Road)	8,000	8,000	0	0

The selected alternative will improve (and Alternatives 1 and 3 would have improved) the flow of traffic from Lockhaven onto Chemawa and vice versa, and will maintain a level of service "C" or better on Harmony Drive and the proposed extension of Lockhaven through 1995.

The accident record in the project area indicates that the existing Lockhaven-Harmony-Chemawa corridor has been the scene of fifteen reported injury and/or property damage accidents from January 1, 1974 through June 30, 1977. The accident average of the proposed project corridor is about equal to the statewide accident average for similar urban roads--about 5.8 accidents per million vehicle-miles travelled. However, future traffic conditions could cause an increase in accidents in this area if the no build would have been selected. Most accidents occurred at the curve on Chemawa west of the railroad crossing near St. Croix Way, but another high hazard location is the intersection of Lockhaven, Harmony and McLeod. Alternative 2 will provide (and Alternative 1 would have provided) a new channelized Y-intersection at the curve on Chemawa to improve safety on the curve. The more direct alignment will minimize the hazard of both curves.

About 35 school buses per day travel the Lockhaven-Chemawa corridor. These buses serve the Whiteaker Junior High School (0.25 mile west of the project area), McNary High School (2 miles west off North River Road), and Kennedy Elementary School (1.0 mile south on Chemawa Road). Completion of Gubser Elementary School (1.0 mile northwest on 14th Street) has also increased school bus traffic. Improvement of the Lockhaven-Harmony-Chemawa corridor will expedite the movements of those buses and enhance safety. Emergency fire, police, and ambulance vehicles will also benefit from faster and safer movement.

At present, the existing bikepath/footpath on the northern side of Lockhaven ends at the junction of Harmony Drive and McLeod Lane. From this point eastward, pedestrians and bicyclists use the gravel shoulders of Harmony and Chemawa. The proposed action will provide bikepaths/footpaths from Lockhaven to Chemawa and to the I-5 overpass, which has a bikepath/footpath. The extension would be a safety improvement in this residential area.

History - Status

The proposed project was approved by the Federal Highway Administration for funding assistance and preliminary engineering studies in 1974.

Many public information meetings have been held by the Marion County Department of Public Works to gain public opinions on the proposal. An eight member Project Citizens Advisory Committee was also appointed to assist in gathering public opinions and identifying environmentally sensitive areas.

Coordination, Public and Agency Input

State A-95 Review. State and local governmental agencies responding to the Project Notification and Review Notice included:

Office of State Forester
Mid-Willamette Valley Council of Governments
Division of State Lands
State Department of Environmental Quality

These comments returned to Marion County in January 1975 concluded there were no identified significant conflicts with the plans, policies or programs of State Government and that the proposal was endorsed as presented. (Appendix B)

A public information meeting concerning the proposed project was held April 13, 1976 in the Whiteaker Junior High School. The proposed project and the various alternatives were presented and discussed. Primary concerns were traffic volumes, right-of-way and drainage. At the conclusion of the meeting, interested people were asked to sign up for a Project Citizens Advisory Committee. A transcript of the meeting is included as Appendix C.

Project Citizens Advisory Committee (PCAC). An eight-member PCAC was appointed by the Marion County Board of Commissioners on May 14, 1976 and was requested to help identify special problems, sensitive areas, positive and negative impacts of the proposal and define local attitudes and concerns. A final report from several of the committee members was forwarded to the

Marion County Director of Public Works on January 14, 1977. Copies of the report are included as Appendix D.

Public Hearing Summary

The July 27, 1978 public hearing, resulted in seven persons providing oral and/or written comment. The majority of the comments reflected concern of right-of-way purchases near property and residences. Two individuals were also concerned about the noise and air pollution effects of the roadway on their property. Three individuals favored Alternative 1; one of whom indicated the No-Build as a second choice.

All comments are summarized in the Comments section, which also include copies of all written comments received.

DESCRIPTION OF THE EXISTING ENVIRONMENT

Natural Resources

The project area is located in the broad, flat, uplifted terrace of the Willamette River Valley. As such, the terrain is relatively featureless except in the lowland areas of Clagett Creek, located about 0.6 mile southwest of the project area. Clagett Creek drains the area eventually into the Willamette River and supports some marshlike and riparian habitat. The creek, well removed from the project site, will not be affected by the proposed action. Although the area is not well drained, no wetlands are located in the project area.

The project study area is undergoing rapid urbanization; a few undisturbed pasture areas (approximately fifteen acres) are steadily being converted to single-family housing developments in accordance with the area comprehensive plans.

The open pasture land has excellent agricultural potential, containing Woodburn Silt/loam and Amity Silt/loam soils, both classified by the USDA Soil Conservation Service (SCS) as capability class IIW-1.[1] These soils are best suited for row crops, forage crops, small grains, and grass seed crops, but vegetables and many specialty crops can also be grown successfully. As class IIW-1, these soils are considered by the SCS as "prime farmland" and by the Oregon Department of Land Conservation and Development as agricultural land for preservation, unless such soils are found within a recognized urban growth boundary. Drainage of the area is poor and agricultural use has not been intensive for many years. The land is generally devoted to pasture use, with residential land uses typical of suburbanizing areas gradually displacing this low intensity agricultural use.

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[1] Soil Survey of Marion County Area, Oregon. U.S. Department of Agriculture, Soil Conservation Service.

There are no significant fish and wildlife resources remaining in the project area. Additionally, there are no endangered or threatened species or habitats for such species.

Social/Economic Resources

Harmony Drive and Chemawa Road in the project area extend through a developing suburban residential setting with an intermix of undeveloped homesites and small parcels of pasture land. Fourteen single-family homes with well landscaped yards front on the two streets. Right-of-way lines, particularly along Harmony Drive, are not well defined and in some instances, unclear.

The study area is within the northern limits of the designated Salem Urban Growth Boundary, and has been undergoing steady residential development, as has all of Salem, since the 1950's. The population growth includes relatively young families, 77 percent of which have members employed in the main Salem business district. Most residential travel is by privately-owned autos. In fact, 84 percent of all work trips in the area in 1970 were made by auto. There currently appears to be no trend toward utilization of mass transit (presently, buses only) or car pools in the area. Traffic has steadily increased with increased residential development.

Census Tract 15, in which the project is located, increased by 1,375 people or 128 percent between 1970 and 1975. Population in the study area, (Census Tracts 14 and 15), increased by 5,491 people or 34 percent in the same period. These rates compare to a 10.9 percent increase for the entire Salem urban area and are indicative of the rapid urbanization occurring in Salem and the project study area. The population density of the study area has increased from 3 persons per acre in 1974 to 10 persons per acre, reflecting the population growth in the study area.

The area encompassing the proposed project is designated as single family residential in the Salem Area and Marion County Comprehensive Plans. Single-family homes account for about 92 percent of all residential development in this project study area, although several duplex units have been built. The project area is zoned Residential-Agriculture (RA) by Marion County. This permits residential development and related land uses, such as schools and churches. It also allows the continued use and preservation of isolated agricultural tracts in the zone.

Two subdivisions are presently being developed near the project; one 106 lot development lies just west of the project area. The proposed road project is designed to serve the transportation needs of the expanding residential community.

The area is served by the Keizer Sanitary Sewer District, the Keizer Water District, Portland General Electric, Northwest Bell Telephone, and Northwest Natural Gas. The Keizer Fire District 1 and Marion County Sheriff's Department provide fire and police protection. Emergency first aid/ambulance services are provided by local hospitals and private companies.

Schools in the area include Whiteaker Junior High, Kennedy Elementary School, McNary High School, and Gubser Elementary School, all served by school buses.

There are two churches in the project study area: The Berean Baptist Church, and the Church of Jesus Christ of Latter Day Saints, located 0.17 miles and 0.34 miles west of the project.

Property values and the related county tax base have been increasing in the study area due to increased intensive residential development and structural improvement on remaining tracts of agricultural land.

PROBABLE IMPACTS AND MITIGATIVE MEASURES

Right-of-way Impacts on Homes, Businesses and Land

Alternative 1 would not have displaced any homes or businesses. The alignment of this alternative would have curved to the north to avoid encroaching on any homes. However, this alternative would have displaced a pumphouse and well near the east end of the new roadway.

Approximately three acres of agricultural land within four parcels would have been required. Three of the parcels would have been divided by the right-of-way, thereby adversely affecting their present uses. The largest parcel, an approximately four-acre homesite, would have been diminished by 1.4 acres. This would have left 1.6 acres of pasture on the north side of the proposed alignment and one acre on the south side, including the home and small barn. The second parcel, approximately 2.7 acres in size, would have had 0.6 acre of pasture and orchard converted to highway use. Approximately 0.01 acre (435 sq. ft.) of pasture on the north side would have been segregated from the 2.1 acres on the south side of the alignment; the small north parcel would have had no significant remaining economic value to the present owner. The third parcel, 4.0 acres in size, would have been diminished by 0.7 acres, leaving 3.22 acres on the north and 0.08 acre (3,500 sq. ft.) on the south. Inasmuch as the RA zone requires 6,000 sq. ft. minimum lot size to construct a residence, the small south parcel would only have had value as pasture or combined with adjacent land. Such combination, through sale or exchange of land outside the highway right-of-way, would have been at the option of the property owners. The fourth parcel, approximately 1.4 acres in size, would have been diminished by 0.2 acres of pasture land. The remaining 1.2 acres would have been contiguous on the north side of the roadway.

Alternative 2 (the selected alternative) will not require the acquisition of any single-family homes, but will displace two small barns. Three adults and two children within the two homes would have been displaced if these properties would be acquired. One of the small barns on one of the properties could be moved to a new location.

Approximately 2.4 acres of agricultural land within four parcels will be acquired, two of which will be divided. The four-acre homesite will be divided, leaving 2.2 acres of pasture north of the roadway and the house on 0.6 acre on the south. The second parcel that will be divided, 2.7 acres in size, will be diminished by 0.8 acre of pasture and essentially all the orchard of fruit trees. Nearly 0.25 acre of pasture will remain on the north and the 1.6-acre homesite will remain on the south. Approximately 0.4 acre of pasture from a four-acre parcel and 0.05 acre (2,250 sq. ft.) of pasture from a 1.4-acre parcel will be required for this alternative.

Alternative 3 would have required acquisition of one single-family home north of the intersection of Harmony and Chemawa. Two adults presently occupy the house that would have been acquired. Also, this alternative would have required approximately fifteen feet of additional right-of-way from the front or side yards of as many as thirteen other homes and existing farm land along the roadway to a total of approximately 1.2 acres.

Alternative 4, the No-Build option, would not have resulted in any right-of-way impact, as the road would not have required additional land.

Right-of-Way Mitigation

Acquisition of real property will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970. The Act insures the prompt and equitable relocation and re-establishment of persons, businesses, farms and non-profit organizations displaced as a result of Federal or Federally-assisted programs. Pertinent sections of the Relocation Assistance Program are summarized in Appendix E.

Three housing developments currently under construction in the general neighborhood of the project, plus a number of other developments within the Salem urban growth boundary, assure that a variety of houses and locations are available for relocation of any displaced families in the urban area, if this was necessary.

Noise Impacts and Mitigation

In order to determine noise impacts of the project alternatives, existing noise levels along four roadway sections were measured and predicted using traffic volume and speed information (1-Lockhaven, west of McLeod Lane, 2-Harmony Drive, between Lockhaven and Chemawa, 3-east of Harmony and 4-the Lockhaven Extension).

In 1979, nine homes along the existing route are experiencing noise levels over the Federal Highway Administration 67 dBA design noise level. If Alternative 1 or 2 were now in use, only two homes (5820 McLeod Lane and 2005 Harmony Drive, both at the west project terminus) would have noise levels over 67 dBA. If Alternative 3 were in use, eleven homes along the existing route would have noise levels over 67 dBA. Any new homes built in the future (to 1995) within the distances, listed on the following page, would also experience noise levels over standard.

The primary reason that there are fewer homes impacted with Alternatives 1 and 2 is that realignment through the open space will reduce traffic on Chemawa and Harmony. This will reduce traffic noise for homes on those streets.

Section	Alternative	Distance from Centerline
Lockhaven (west of McLeod)	No Build	40 feet
	Alts. 1 and 2	80 feet
	Alt. 3	70 feet
Harmony (McLeod-Chemawa)	No Build	30 feet
	Alts. 1 and 2	--
	Alt. 3	60 feet
Chemawa (east of Harmony)	No Build	30 feet
	Alts. 1 and 2	30 feet
	Alt. 3	60 feet
Lockhaven Extension (McLeod-Oregon Electric RR)	No Build	N.A.
	Alts. 1 and 2	80 feet
	Alt. 3	N.A.

In summary, the two homes at the west project terminus will be affected by selection of Alternative 2, because noise levels will be over standard immediately when the new roadway is opened and continuing into the future. This represents the primary impact of the project on noise levels, although noise levels in the housing development (located as near as 500 feet from the alignment) north of the new roadway are predicted to increase from 47 dBA to 55 dBA by 1995 as a result of the project. The eight dBA increase is not considered to be significant.

Noise Impact Mitigation

Various possible measures for reducing the noise impact have been evaluated. Full mitigation of the noise cannot be accomplished at the two houses, but partial mitigation would reduce noise levels on the first floor of the house at 2005 Harmony. A timber or concrete wall (260 feet long and 10 feet high) would reduce noise levels by 4 dBA. Either would result in noise levels on the first floor below the standard. Both are feasible from an engineering viewpoint, but the timber wall would have a useful life of only 20 years, as compared to 50 years for the concrete wall. The cost of the timber wall is $21,000 or $5,250 per dBA per dwelling unit, whereas the cost of concrete wall is $30,000 or $7,500 per dBA per dwelling unit. The benefit of the noise mitigation is not judged to outweigh the high cost of protecting one house; therefore these measures are not recommended. An earth berm is also infeasible due to limited room and right-of-way between the road and the home.

Noise levels at the housing development north of the alignment would be below design noise levels and below the 10 dBA "significant increase" criterion; therefore, no mitigation is recommended.

Noise levels along Harmony Drive and Chemawa Road will be mitigated by routing most traffic to the new alignment, thereby reducing noise levels below design noise levels.

Other methods of mitigation were also evaluated, including time restrictions and prohibition of trucks, modification of speed limits, exclusive lane designation and other traffic control devices. None were judged feasible.

Mitigation of noise impacts on undeveloped property will be the responsibility of local land use agencies and the developer. Such techniques could include building set backs, site design and acoustical treatment of structures.

During construction, equipment will emit noise, which will be experienced by homes in the project vicinity. In order to mitigate this impact, construction will not be allowed between 10 p.m. and 6 a.m. on weekdays; and from 10 p.m. Saturday to 6 a.m. the following Monday. Also, construction will not be allowed on legal holidays, 24 hours per day. Exceptions could be granted by the local resident engineer.

A copy of the Noise Study Report will be submitted to Marion County and the City of Salem. The information can assist the local governments to protect future land uses in the project vicinity.

Air Quality Impacts

Various air pollutants pose threats to human health and welfare. Additionally, they can damage property and vegetation and harm animal life. Therefore, standards have been established which set upper limits on selected pollutant concentrations, as shown on Table 2.

The project area is in the Portland Interstate Air Quality Control Region. The Oregon Department of Environmental Quality (DEQ) monitors total suspended particulates (TSP), carbon monoxide (CO), sulfur dioxide (SO_2), photochemical oxidants (PO_x) and lead (Pb) in the Salem area. Pollutant levels for TSP, SO_2 and Pb are currently below permitted concentration levels, although TSP appears to have increased since 1974. However, the Salem area has CO and ozone levels above the standards; therefore, Salem is not in "attainment" for these pollutants. The CO standard is repeatedly violated, but the levels appear to be remaining stable.

Motor vehicles are significant sources of air pollution, especially CO, hydrocarbons (HC), nitrogen oxides (NO_x), particulates and lead. Pollutant concentrations are a function of several factors, including emission rates and weather conditions. Vehicular emission rates are directly proportional to traffic volumes, but are also influenced by vehicle speed and age and air temperature. The federal government requires vehicle manufacturers to build vehicles that will progressively reduce emission rates; therefore, future pollutant concentrations will not necessarily always increase with traffic volumes.

TABLE 2

FEDERAL AND STATE OF OREGON AMBIENT AIR QUALITY STANDARDS

POLLUTANT	DESCRIPTION	SAMPLING PERIOD	PRIMARY STANDARD	SECONDARY STANDARD
Sulfur Dioxide (SO$_2$)	Result primarily from the combustion of sulfur containing fossil fuels. Their presence has been associated with the increased incidence of respiratory diseases, increased death rates and property damage.	Annual arithmetic mean	80 ug/m^3	60 ug/m^3
		24-hour maximum*	365 ug/m^3	260 ug/m^3
		3-hour maximum*	---	1,300 ug/m^3
Total Suspended Particulates (TSP)	Particulate matter, either solid or liquid, may originate in nature or as a result of industrial processes and other human activities. By itself or in association with other pollutants, particulate matter may injure the lungs or cause adverse effects elsewhere in the body. Particulates also reduce visibility and contribute to property damage and soiling.	Annual Geometric mean	75 ug/m^3	60 ug/m^3
		Oregon Standard	60 ug/m^3	
		24-hour maximum*	260 ug/m^3	150 ug/m^3
Carbon Monoxide (CO)	Carbon monoxide is a by-product of the incomplete burning of the carbon-containing fuels and of some industrial processes. The most abundant source of this pollutant is the internal combustion engine. It decreases the oxygen-carrying ability of the blood and, at levels often found in city air, may impair mental processes.	8-hour maximum*	10 mg/m	Same as Primary
		1-hour maximum*	40 mg/m^3	Same as Primary
Ozone (O$_3$)	Ozone is produced in the atmosphere when reactive organic substances, chiefly hydrocarbons, and nitrogen oxides are exposed to sunlight. Photochemical oxidants irritate mucous membranes, reduce resistance to respiatory infection, damage plants and contribute to the deterioration of materials.	1-hour maximum**	235 ug/m^3	Same as Primary
		Oregon Standard*	160 ug/m^3	
Nitrogen Dioxide (NO$_2$)	Nitrogen oxides usually originate in high-temperature combustion processes. The presence of nitrogen dioxide in the air has been associated with a variety of respiratory diseases. Nitrogen dioxide is essential in the natural production of photochemical oxidant.	Annual arithmetic mean.	100 ug/m^3	Same as Primary
Lead (Pb)	Airborne lead results primarily from automotive emissions. Symptoms of mild lead intoxication include loss of appetite, drowsiness and abdominal pain. Ingestion is the prime method leading to elevated blood-lead levels. Airborne lead, by settling out, may contaminate dirt and dust thus becoming potentially harmful.	One month average average (Oregon Standard)	3.0 ug/m^3	---
		Three month average	1.5 ug/m^3	

*Not to be exceeded more than once annually.
**Not to be exceeded more than one day per year.

ug/m^3 = micrograms per cubic meter
mg/m^3 = milligrams per cubic meter

Impact of the project on air quality will be at a maximum in the year 2000. A net increase in CO, NO_x and HC will occur, regardless of alternative. The selected Alternative 2 will and Alternative 1 would have the smallest increase for those pollutants. The CO concentration will be within the two standards set for this pollutant.

None of the alternatives are consistent with the goal of maintaining existing air quality. However, pollutant levels will be lower than the standards for all alternatives. The Build alternatives result in a net reduction in CO emissions compared to the No Build and are therefore considered consistent with the Oregon State Clean Air Implementation Plan (SIP).

Future ozone levels may be higher than existing levels, thereby slightly delaying the attainment of this standard. This is due to the increased traffic as a result of further land development and not as a result of construction and operation of the project. Alternative 2 will have lesser HC emissions compared to the No Build and is therefore considered consistent with the SIP. However, the project analysis indicates that future ozone levels may not be below standards due to anticipated growth. This is currently under study by the Department of Environmental Quality.

All other pollutant levels will be consistent with the SIP.

During the construction period, increased levels of various pollutants can be expected, including particulates raised by construction equipment, and NO_x and CO from construction equipment. Also present in exhaust from diesel equipment are particulates, HC and SO_2. These are short-term impacts which will cease when construction is complete.

In sum, other than for ozone, the project area would be in compliance with all federal and state standards.

Water Quality Impacts

No significant water quality impacts will result, as no surface water areas will be crossed by the selected project alternative (or any of the other alternatives). Groundwater recharge and quality similarly should not be adversely affected.

Wetlands Impacts

Although the project area is poorly drained, no wetlands will be impacted by the selected alternative (or any of the alternatives), as no wetland areas are located within the roadway influence zone.

Stream-Lake - Impoundments Impacts

No surface water areas will be impacted as none are located in the project area.

Flood Hazard Impacts

A flood hazard evaluation of impacts is not required and no impact to floodplains will result, because the selected project alternative (or any other alternative) does not encroach upon any floodplain.

Drainage Impacts

The poor drainage characterizing the area is one of the primary concerns of the residents in the vicinity. The selected roadway alternative should not detrimentally affect the drainage conditions.

Preliminary engineering plans for Alternative 2 (and Alternative 1) include drainage systems that will carry surface water runoff from the highway and right-of-way into an existing storm sewer that extends along

Lockhaven Drive. This system will not improve the drainage outside the right-of-way appreciatively, but it will not add to existing problems.

Alternative 3 would have included some drainage improvements to the existing system. However, it is not known at this time whether all surface water runoff from the highway could have been channeled into the storm sewer at Lockhaven. If Alternative 3 would have been the selected option, additional study of roadway drainage would have been required.

Scenic Resources Impacts

Alternative 2 will require (and Alternative 1 would have required) the use of part of an open pasture behind the homes along Harmony-Chemawa. At present, the pasture is of scenic value to those residents who will have their view interrupted by construction. This impact could not be fully mitigated, but the new alignment will be seeded and mulched within the right-of-way to provide some greenery and a more natural and pleasing appearance to road users and road viewers.

Alternative 3 would have encroached on the front or side yards of the homes along Harmony-Chemawa. Some of the existing landscaping and plantings could have been relocated or replaced but the results may not have been as pleasing to residents or road users as the existing conditions. This is primarily due to the fact that the yards would have been smaller, with less space for new landscaping.

Agricultural Land and Land Use Planning Impacts

Alternative 2 will require acquisition and use of about 2.4 acres of prime agricultural land (Alternative 1 would have required 3.0; Alternative 3, less than 1). This acreage is part of a fifteen-acre residual agricultural tract which is enclosed by expanding residential construction on all sides except near the location of the proposed alignment of Alternative 2 (and Alternative 1). The entire area is located within the Salem Urban Growth Boundary and the plan and zoning designations for the area indicate that local government is permitting this residual agricultural land to be converted into suburban density single-family residential and associated uses. It will likely be developed in the near future, as part of the area is already planned for such use.

Existing use as pasture and the fragmented ownership pattern make it unlikely that the remaining open land will be used for intensive agricultural purposes. In the near future, expanding residential development would probably replace most of the remaining open land in the area, regardless of the disposition of this project or local/State land use planning. If this occurs as expected, the proposed project will improve access to the resulting residential area. The construction of Alternative 2 will probably provide (or Alternative 1 would have provided) a minor stimulus to this conversion to residential use. This conversion, however, is consistent with city and county comprehensive plans for the area.

Construction of the project appears to be in conflict with explicit national policy with respect to preservation of prime farmland and adopted State regulation of the Oregon Land Conservation and Development Commission (LCDC) in regards to Statewide Planning Goal 3 - preservation and maintenance of agricultural land for farm use. The land that will be converted from low intensity agricultural use to highway right-of-way is composed of soils of prime agricultural capability.

It is not clear whether construction of the project is inconsistent with the national policy. Although prime farmland will be irreversibly converted to other uses, the policy does allow "other national interests" to "override the importance of preservation or otherwise outweigh the environmental benefits derived from their protection". Clearly, there are State and local interests that require conversion of this land to effectively meet the transportation needs of local and regional residents, but whether there are national interests or concerns with the affected farmland or the small scale roadway is questionable. In summation, it is the assumption of Marion County and the State of Oregon that there are interests that override the importance of preservation and that the beneficial effects of the proposed improvement outweigh the environmental benefits derived from protection of the small acreage of prime farmland. This is based upon: the small parcel sizes and fragmented ownership that make up the total agricultural acreage; the surrounding land uses; the designations of the local comprehensive plans; the development pressures in the rapidly growing urban area; and the presence of the land within an area designated for urban uses as derived from the urban growth boundary line.

Similarly, the same factors indicate that conversion of the agricultural land to highway and residential uses will be in conformance with LCDC Goals. All goals are of equal importance, with trade-offs between conflicting goals an unavoidable and anticipated part of the local/State comprehensive planning process. It is explicitly stated in the Goals that land within a recognized urban growth boundary, such as the land in the project area, is available for urban uses. Therefore, the affected agricultural land is considered nonessential for preservation as farmland. Additionally, Statewide

Goals encourage the provision of a safe, convenient and economic transportation system. The proposed project partially fulfills the intent of that goal.

In addition, the local land use plans recognize the need for an efficient facility in this corridor and designate prime farmland outside the right-of-way for conversion to non-agricultural residential uses. Further, the proposed improvement has been given a high priority by Marion County authorities with land use decision-making authority.

Historic Resources Impacts

Coordination with the State Historic Preservation Office (SHPO) indicates that the project (or any alternative) will have no effect on any known site of historic, archeologic, or cultural significance (see Appendix G). There are no sites in the project area listed or eligible for the National Register or Statewide Inventory of Historic Sites and Places. The SHPO has found that the proposed action will therefore have no effect on the cultural resources of the area.

Construction Impacts on Safety and Traffic

Construction of Alternative 2 will minimize (Alternative 1 would have minimized) the disruption of traffic in the area during the construction period because most construction activity will occur on a new alignment removed from existing traffic movement.

Construction of Alternative 3 would have substantially disrupted traffic on Harmony-Chemawa. This could have been reduced by stage-construction techniques and intensive traffic control during construction.

Material Sources Impacts

Construction of Alternative 2 will require (or 1 would have required) embankment and surfacing materials. Due to the size of the project it is not economically feasible to develop material sources or establish a plant to produce surfacing material at the project site. Consequently, it is anticipated that local commercial sources will be utilized. If Alternative 3 would have been constructed, a waste area for the disposal of excess excavation and the existing surface material would have been necessary. Either a designated disposal site would have been determined or the contractor would have been required to dispose of the material in an acceptable manner. Surfacing for this alternative would also have been from commercial sources.

Energy Impacts

The energy impact analysis indicates the effects of the project alternatives on annual energy consumption by road users. Table 3 shows the approximate annual road user energy consumption.

TABLE 3

ANNUAL ROAD USER ENERGY CONSUMPTION
(Billions of BTU's)

Stopping	Alternative 1 (Existing + Alt. 1) 1995	Alternative 2 (Existing + Alt. 2) 1995	Alternative 3 (Existing - Widening) 1995	Alternative 4 (Existing - No-Build) 1975	Alternative 4 (Existing - No-Build) 1995
25%	6.5	5.9	10.9	5.0	12.1
50%	6.8	6.2	12.1	5.2	13.2

Several elements are considered to have a direct affect on energy use: road alignment, gradient, surface condition, traffic speed variations and traffic controls (i.e., stop signs and traffic lights).

As shown, in 1975 the approximate annual energy consumption by road users was 5-5.2 billion BTU's. In 1995, if the No Build (Alternative 4) would have been selected, energy use would have been about 12.1-13.2 billion BTU's. (One billion BTU's is approximately equivalent to the energy value of 172 barrels or 7224 gallons of oil).

Using the No Build as a base, because it involves the highest energy use, Alternative 3 would have consumed about 91%; Alternative 2 (the selected alternative) will consume about 48% and Alternative 1 would have consumed about 53% as much energy. It is clear that the selected alternative (2) is the best alternative in terms of energy use, primarily due to its shorter distance, and fewer curves.

The U.S. Department of Energy (DOE) estimated the following construction energy consumption for the alternatives:

Alternative 1 - 32 billion BTU's
Alternative 2 - 32 billion BTU's
Alternative 3 - 35 billion BTU's

Also, DOE estimated the energy consumption for maintenance of the various alternatives:

Alternative 1 - 63 million BTU's/year
Alternative 2 - 57 million BTU's/year
Alternative 3 - 86 million BTU's/year
Alternative 4 - 86 million BTU's/year

PROBABLE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

Construction of Alternative 2 will require (or 1 and 3 would have required) the acquisition of additional right-of-way. This will be an unavoidable adverse impact to the various property owners. The land required for roadway purposes will thereby be unavailable for other existing and potential uses. The land required will primarily be portions of homesites and low intensity use open pasture.

The selected Alternative 2 will change (and the other build alternatives would have changed) air pollution concentrations and noise levels to some degree for surrounding residents and land uses. However, for all air pollutants other than ozone concentrations will be below standards. The two homes at the west project terminus will experience noise levels over standard when the road is opened and into the future, with selected Alternative 2 (and for Alternative 1). Further, noise levels will increase but still be below standard, within the housing development north of the new roadway.

Alternative 3 would have had a significant impact on the neighborhood aesthetics as the wider road would have detracted from the liveability of residences fronting on Harmony Drive and Chemawa Road. Additionally, this alternative would have resulted in the highest air pollutant levels for all pollutants, and the most homes affected by noise levels over standards.

Alternative 4, the no-build option, would also have had the potential to adversely affect the social and economic environment of the area as it would not have provided for improved traffic flow and safety. The level of service provided by the existing facility would have deteriorated as traffic volumes increase. Periods of congestion and accidents would have increased. The trend to suburban development in the area will make more critical the need for an adequate arterial. Further, more homes would be affected by noise than with the selected alternative and higher air pollutant levels would occur than with the build alternatives.

Another adverse environmental effect is the use of energy for construction of Alternative 2, of 32 billion BTU's and 57 million BTU's per year to maintain the road. This is the lowest of the three build alternatives.

RELATIONSHIP BETWEEN SHORT-TERM AND LONG-TERM PRODUCTIVITY

In the short term, construction of the project will involve (or any of the build alternatives would have involved) converting private agricultural and residential land to public-roadway use, followed by the typical highway construction activities. The right-of-way will be acquired at fair market value. 2.4 Acres of farmland will be acquired with Alternative 2 (3.0 for 1 and 1 for 3). Alternative 1 would have displaced no homes or residents, Alternative 2 will not displace any homes and Alternative 3 would have displaced one single-family home occupied by two adults. Alternative 3 would have affected the greatest number of residential properties by reducing yard areas and displacing established landscaping features.

During the short-term construction period, noise, dust and related construction impacts will be inevitable. Construction may also disrupt traffic flow, especially if Alternative 3 would have been selected.

Noise levels from construction operations could be objectionable to the immediate surrounding area. Alternative 2 will have the least impact on nearby receptors while Alternative 3 would have had the greatest. When Alternative 2 is constructed, noise from existing and future traffic will be (and Alternative 1 would have been) significantly reduced along the bypassed sections of Harmony Drive and Chemawa Road and introduced into the relatively quiet farmland that would be crossed by these alternatives. Noise volumes from Alternative 2 will be a new impact to the backyards of two existing homesites and could be objectionable to any future development that might occur in close proximity to the highway. Noise levels along the Alternative 3 proposal would not have been changed significantly as it is not anticipated that there will be any immediate change in traffic volumes as a result of road improvement. It would be essentially impossible to provide noise mitigation measures with Alternative 3 due to the proximity of the wider roadway to existing houses.

In the long term, the project will include both benefits and adverse impacts. Alternative 2 will facilitate (as would the other alternatives) the flow of traffic and increase safety by relieving congestion and eliminating hazardous curves and corners that exist on the current route segment. The project (or alternatives) will conform to local and regional transportation plans and provide arterial service to current and projected suburban residential development as envisioned in the local and urban comprehensive land use plans. The no-build option would have required continued use of a deficient roadway that does and would not meet the traffic flow and safety requirements of present and future traffic volumes. The no-build alternative would not have provided the necessary arterial service for the expanding urbanizing area and would, therefore, have been in conflict with adopted local and regional transportation plans. Although the comprehensive land use plans designate the project area for suburban residential land use, adequate arterial service to serve this planned land use in this general travel corridor would not have been provided with Alternative 4.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Land will be committed to highway use. Alternative 1 would have required approximately 3.0 acres of land for right-of-way. The present use of this land is primarily for low intensity agricultural purposes. However, the area is planned for single-family residential land use and the agricultural use will likely be converted to residential in the near future. Alternative 2 will require 2.4 acres of land from pasture and developed homesites; no single-family homes will be displaced. Alternative 3 would have required approximately 1 acre of land and one single-family home. Fifteen parcels of land would have been affected, including both developed and undeveloped homesites. Front yard areas for developed homesites would have been permanently reduced in depth and existing ornamental trees and shrubs within the expanded right-of-way would have been removed. The no-build alternative would have been a commitment to no improvement of the existing facility.

Acquisition of right-of-way for Alternative 2 will divide (and 1 would have) contiguous properties, leaving two small segregated parcels of land which will encourage a change in land use from farming to residential development.

The project will also require the commitment of natural resources such as quarry rock or gravel, fossil fuels and other raw material used in the manufacturing of components of highway construction. Energy and economic resources required for the location, design and construction of the project will be irreversibly committed and will no longer be available for other uses. Construction energy irreversibly committed will be 32 billion BTU's for the selected Alternative 2, as compared to 32 billion BTU's for Alternative 1 and 35 billion BTU's for Alternative 3.

If the no-build option would have been chosen, time, energy and economic resources invested in the project to that point in time would have been irretrievable.

COMMENTS

This Section Includes:

1. A summary of all substantive comments received on the draft EIS and a discussion of each substantive comment and suggestion;
2. Copies of all substantive comments received on the draft EIS;
3. A summary and disposition of substantive social, economic, environmental and other comments made at the hearing.

Where changes in the EIS have been made as a result of the comments received, the summary indicates the page and paragraph where the revisions are included.

Subject	See Page and Paragraph
Roadway Design Marion County Board of Commissioners	
+ Comment: Request the southerly shoulder be increased to 5 feet by reduction of other cross section elements if feasible (14' lane to 13') or by the addition of one foot to the pavement width.	Figure 5 p. 5b
* Response: The cross section has been redesigned to include a 10-foot shoulder (which includes a 6-foot paths that will facilitate pedestrian and bicycle movements.)	
Mid-Willamette Valley Council of Governments	
+ Comment: Strongly recommend that a cross section similar to Alternative 3 (6' bikepaths on both sides) be incorporated into the design of Alternatives 1 and 2. A bicycle facility on one side has proven unsuccessful; forces pedestrians to walk with traffic and bicyclists against traffic, conflicting with traffic safety; would not provide a logical link with the overpass because it has paved shoulders on both sides and would conflict with a policy of the draft Salem Area Bicycle Plan recommending one way bikepaths.	Figure 5 p. 5b
* Response: The cross section has been redesigned to 6-foot Class III bikepaths on both sides of the street.	
Right-of-Way Impacts Mr. Gary Schmidt	
* Comment: Protest the position of the Lockhaven extension through his property. The impact is great if Alternative 1 or 2 is selected. Alternative 1 is only a few feet from the house, leaving a small piece of property isolated. Consider purchasing or moving the house and purchasing the isolated parcel. Requests driveways to front on the new road. Alternative 2 does not have as great an impact on the pasture, but is just as near the house. Purchase or move	

Subject | See Page and Paragraph

the house, purchase the isolated parcel and provide driveways.

Purchased property as an investment, not ready to sell; the project is hampering further usefulness of the property.

* Response: Alternative 1 was not selected. Purchase or moving of the house in question is not necessary to complete the project, as the house will be about 30 feet from the edge of the right-of-way and 50 feet from the edge of the pavement. The isolated piece of property will be purchased. The project will not involve purchasing access rights; therefore normal county standards for access to the road would have to be followed.

Mrs. Joanne Bielke

+ Comment: Does not feel that houses would be needed to be taken.

* Response: None of the alternatives would take her house. Alternative 1 would not have taken any homes; Alternative 2 will also not involve purchasing any homes. Alternative 3 would have required one home.

Mr. Frank Graham

+ Comment: How does it affect Mr. Cotton's property?

* Response: The project would not affect the property.

Mrs. Frank Graham

+ Comment: How will the project affect the well on her property. She was concerned about the right-of-way; the price offered would not be worth as much as what she wanted to do with the property.

* Response: Only with Alternative 1 would the well have been within the right-of-way; Alternative 2 will not affect the well. Right-of-way purchased will be at fair-market value, as required by law.

Noise Impacts

Oregon Department of Environmental Quality (DEQ)

+ Comment: The noise impact discussion was inadequate. The greatest impact is noise pollution. Recommend the Final EIS contain a more detailed noise impact analysis including:

1. Number of noise impacted homes and the amount of impact each will receive;
2. Noise contour map;
3. Description of the noise mitigation measures proposed and the effectiveness of the measures;
4. Project noise impacts on homes outside the immediate project area (McLeod Lane, Lockhaven Drive, Chemawa Road).

Alternative 1 or 2 seems the better of the four, due to the least noise impact and most noise mitigation potential.

Subject — See Page and Paragraph

Recommend both be carried forward by the Highway Division in the Final EIS and neither receive preferential treatment in the Final.

Recommend the Highway Division encourage local land use agencies to take steps to prevent encroachment of housing on the project. Pgs. 17-20

* Response: An entirely new noise analysis was performed on the project that adequately covers points 1-4.

The Highway Division, by Federal Highway Administration regulation, must identify the alternative selected in the Final EIS, therefore both Alternatives 1 and 2 cannot be advanced equally. Alternative 2 is the selected alternative.

Local land use agencies receive copies of the Noise Study Report, which provides information on noise impact prevention and mitigation.

Environmental Protection Agency (EPA)

+ Comment: Discussion of the project's noise impact should be expanded. The project may produce high interior noise levels. Suggest that the Final EIS discuss the noise abatement alternative of installing double pane windows and/or acoustic wall insulation in those houses experiencing exterior noise levels of L_{10} 70 dBA or greater and increases in ambient noise levels of 10 dBA or greater.

The Final EIS should include a discussion defining measures which will be implemented to reduce construction noise; ie:

1. Properly operating mufflers and quieting devices;
2. Quietest available machinery and equipment;
3. Electric equipment in preference to gas, diesel or pneumatic;
4. Construction equipment as far from nearby noise sensitive properties as possible;
5. Shutting off idling equipment;
6. Limitation of construction hours to coincide with the normal workday (8:00 am to 6:00 pm);
7. Noisiest operations near the middle of the day and notifying nearby residents when extremely noisy work will occur;
8. Permanent or portable barriers around point noise sources.

* Response: The new noise analysis section discusses the noise impact on receptors, possible mitigation measures and construction noise mitigation techniques. State law does not allow internal mitigation measures such as double windows or insulation for private structures. Pgs. 17-20

Marion County Board of Commissioners

+ Comment: Request some tree plantings on the southerly side in the area of the two existing houses to provide

Subject	See Page and Paragraph
screening and perceptual relief. If additionally required, we would support double windows or other acoustical insulation on existing residences.	
* Response: Any tree plantings or other type of landscaping (other than seeding and mulching of the right-or-way) will be the responsibility of the county or home owners. Possible noise mitigation is discussed in the new noise impact analysis section, but State law does not allow for internal noise mitigation actions for private structures.	Pgs. 17-20
Mr. and Mrs. J. C. Mount	
+ Comment: Alternate 3 would not allow a barrier against noise. Alternate 1 could include barriers, and new residences further from the road; Alternate 2 could do the same, but not to the same degree as 1.	
* Response: Partial mitigation at the west end of the project, could reduce projected noise levels by 4 dBA at 2005 Harmony Drive. However, such measures are not cost effective.	Pgs. 17-20
Air Quality	
DEQ - No comment.	
EPA - Draft EIS discussion is adequate.	
Mr. and Mrs. J. C. Mount	
+ Comment: Alternate 3 would not allow a barrier against air pollution. Alternate 1 could include barriers, with new residences further from the road; Alternative 2 could do the same, but not to the same degree as 1.	Pgs. 20-23
* Response: An entirely new air quality analysis has been incorporated into the Final EIS that discusses the impacts of the project on area air quality.	
Water Quality	
EPA - Draft EIS discussion is adequate.	
Land Use Planning	
Oregon Land Conservation and Development Department	
+ Comment: Project must be coordinated and consistent with the Salem comprehensive plan and efforts to update the plan. Consideration of the relationship between statewide landuse goal 11 (Public Facilities and Services) and the project should receive special attention. The applicant should make every effort to insure the project uses recognized citizen and agency involvement programs established by the local jurisdictions.	
* Response: The project is consistent with local comprehenive plans and with the public facilities and services goal.	Pgs. 25-27
Citizen involvement was obtained through several public meetings, a formal public hearing and through the input of a formally established citizen involvement committee. This meets the intent of the Citizen Involvement Goal.	Page 10

Subject — See Page and Paragraph

Energy
U.S. Department of Energy (DOE)

+ Comment: The EIS does not address the issues of energy use or energy conservation. The EIS does not include a consideration of energy invested in the material which could be used to construct the alternatives and energy consumed by construction. DOE calculated the following energy use based upon construction costs, type of construction and energy use:

Alternative 1 - 32 billion BTU's — Page 30
Alternative 2 - 32 billion BTU's
Alternative 3 - 35 billion BTU's

DOE also calculated annual maintenance energy use as follows:

Alternative 1 - 63 million BTU's — Page 30
Alternative 2 - 57 million BTU's
Alternative 3 - 86 million BTU's
Alternative 4 - 86 million BTU's

The EIS does not consider and specify other energy effects associated with the completed project:

1. Reduction in traffic congestion - it is possible that despite a modest initial energy investment, the completed project may result in a net energy savings over the long term, if annual energy use that would otherwise occur is significantly reduced because of the project's reduction of traffic congestion. A comparison of the trade-off between the initial construction energy investment and potential long term energy savings should be made and considered.
2. Consider alternative materials, as well as alternative projects in the Final EIS. Also present an evaluation of the use of alternative construction techniques.
3. Indicate measures taken to mitigate excessive or potentially unnecessary energy consumption due to design, construction, use and maintenance. Any potential for substituting renewable energy for nonrenewable energy should be addressed.
4. The extent and type of street lighting should be evaluated for energy use. Energy use should be considered in the Unavoidable Adverse Environmental Effects section and consideration of the Irreversible and Irretrievable Resource Commitments section could evaluate energy commitments in a quantitative, rather than qualitative, manner.

The DOE commends inclusion of bicycle paths and footpaths.

* Response: The Final EIS includes an energy use analysis, including annual road user energy use for each alternative performed by ODOT and the construction energy use and the maintenance energy use performed by DOE. The road user — Pgs. 29-30

Subject	See Page and Paragraph
energy analysis was based upon traffic congestion changes on the various road sections. The comparison of the initial energy investment, maintenance and road user energy consumption is easily made with the three tables.	
The primary means to mitigate energy consumption is to select the alternative that requires the least energy use in construction, maintenance and use. Alternative 2, the selected alternative, requires the least construction energy, the least maintenance energy and the least annual road user energy use. No street lighting is proposed for the project.	
Energy considerations have been added to the unavoidable Adverse Environmental Effects and Irreversible and Irretrievable Resource Commitments sections of the Final EIS.	Pgs. 32-36
Miscellaneous Comments Marion County Board of Commissioners	
+ Comment: As feasible, leave as many trees as possible in the existing orchard.	
* Response: Federal Highway Safety Standards set forth policies regarding distance to roadside objects such as trees. Because the trees are fruit trees, requiring constant care; it is recommended that they not be left in the right-of-way. Those trees not within the right-of-way will be preserved. Additional landscaping is dependent upon decisions made by Marion County and county funds.	
Mr. and Mrs. J. C. Mount	
+ Comment: Prefer Alternate 1 in strongest possible terms, due to safety; noise and air pollution; cost; good planning. Alternate 1 would be same as Alternate 2, but would not disrupt the two homes.	
* Response: Alternate 2, the selected alternative, is as safe as Alternate 1 and air and noise pollution are essentially identical. Alternate 2 will also not require purchase of any homes.	Page 15
Mrs. Helen A. Ebert	
+ Comment: Favor Alternate 1, with No-Build as second choice. Proper drainage is important.	
* Response: Proper drainage for the roadway will be incorporated into final design of Alternative 2.	Page 24
U.S. Department of the Interior	
+ Comment: The Draft Statement adequately covers the subjects for which this Department has jurisdiction and review expertise.	

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

COURTHOUSE, SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

August 15, 1978

Mr. Cam Gilmore
Environmental Section
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

RE: McLeod Lane
Oregon Electric Railroad

Dear Mr. Gilmore:

Attached please find the recommendation of the Marion County Board of Commissioners as to alternative selection for Chemawa-Lockhaven, and a transcript of the hearing and written comments received.

Is this all the material you need to proceed with the final EIS? Please advise.

Best Regards,

John A. Anderson
Director of Public Works

Dean P Nebergall

Dean Nebergall
Federal Aid Administration

DN:lp

cc: George Grove
Phil Stearns
Dennis Bagger Location Section ODOT Downtown
Lockhaven 1978 File
JAA
Attachments

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Pat McCarthy, Chairman
Walter R. Heine
Harry Carson, Jr.

EXECUTIVE OFFICER
Harold F. Brauner

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

August 15, 1978

Mr. Phillip O. Stearns
Federal Aid Specialist
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

After review of the Draft EIS, Transcripts of the Public Hearing, and written comments, it is the decision of this Board to select Alternative 2 for the improvement of Chemawa-Lockhaven (McLeod Lane-Oregon Electric Railroad). The decision was based upon transportation needs and the minimization of negative impacts.

In addition, we would request the following items be addressed in the preparation of the final EIS and final Design.

1. The 4' shoulder shown on figure 5 of the EIS will serve to facilitate some pedestrian movement. We would request this southerly shoulder be increased to 5' by reduction of other cross section elements if feasible (14' lane to 13') or if not, by the addition of one foot to the pavement width in the area currently planned for a 4' shoulder.

2. Projected 1995 noise levels slightly exceed federal standards. While we regard these projections as ± some undefined magnitude, we would request some tree plantings on the southerly side in the area of the two existing houses to provide screening and perceptual relief. If additionally required, we would support double windows or other acoustical insulation on the existing residences.

3. As feasible, leave as many trees as possible in the existing orchard on the west end.

Marion County appreciates the assistance of the Highway Division on this project. If any additional information is needed, please feel free to contact our Department of Public Works.

Sincerely,

BOARD OF COMMISSIONERS

Walter R Heine

Walter R. Heine
Acting Chairman

WRH:if

MINUTES OF THE PUBLIC HEARING
CHEMAWA-LOCKHAVEN EXTENSION-CORRIDOR DESIGN (MCLEOD LANE-OREGON ELECTRIC RAILROAD SECTION)
July 27, 1978 - Gubser Grade School, Gymnasium
Salem, Oregon (7:30 P.M.)

CALL TO ORDER:

Mr. Dean Nebergall, Civil Engineer II, Marion County Department of Public Works opened the Public Hearing with the following remarks:

We are here to hold a Corridor-Design hearing on the proposal for extending Lockhaven Drive across from McLeod Lane to intersect with Chemawa Road on the east, or another alternative which would involve some improvements on Harmony Drive, then back up on Chemawa Road to join the same terminus. We are also looking at the alternative of not doing anything. (A physical-Mental Impossibility)

In theory, we do not have any preferences at this time. We are here to hear from the people: your comments, your preferences. If you feel we have overlooked something, just about anything is acceptable as far as testimony.

I would ask that anyone who wishes to speak, to limit your comments and questions to the improvement we are discussing tonight. Any other problems that may involve our department, feel free to contact us during the work week and someone will help you. Anyone who does not wish to speak can make a written comment and we will accept these for 10 days after the hearing.

BACKGROUND:

The transportation network in the Salem Area is planned for through the Salem Area Transportation Study. The SATS involves local government agencies, City of Salem, Marion County, Polk County, the Federal Government, the State, and the local School Board and it also involves citizens in the local planning process and the Federal Government.

We are trying to plan for transportation improvement in the Salem Area and this project came out of quite a bit of study from SATS. The proposed project is part of a SATS designated arterial that extends from Windsor Island Road eastward, all the way over to Cordon Road. There are different names through this area, but you basically have an arterial extending through that area. There is a functioning arterial extending that way now and there are segments through that stretch where you will have major traffic movements.

We have a lot of movement down Chemawa Road and there is no continuous arterial now built that has very good alignment. There are a lot of bad bends on Chemawa Road. On the SATS study, it is planned that there will be a connection to the I-5 on this proposed road and possibly to the I-305 Replacement Arterial, should that be built. It will also be connected at an interchange. People will come from the East and get on the interchange and people from the westerly area then will be able to come across and get on the freeway.

ALTERNATIVES:

(1) We have basically four alternatives. The 1st thing we looked at was to bring the facility through Lockhaven Drive and bring it to the North, as much as we could to avoid hitting a house and some property. At this point, a lady from the audience asked "Which road is what, I can't distinquish". Dean then pointed to the map and showed her what road he was referring to. The existing Lockhaven Drive comes down this way and McLeod is right here, currently you turn on Harmony, Chemawa comes up here and there is pretty much a vacant area in through here at the north, this is where Alternative One would be located and here is the new State improvement coming in from the east.

This would go to the North and it would provide a 2 lane facility in this area, a bike path on the north side, and some paved shoulder - 4 feet wide on the south side. Next, we would have an area with a right turn lane; there would be two lanes coming in and one lane going straight through to the west and the other one would be a left turn lane down onto Chemawa. A lady from the audience asked the question-"Would Lockhaven remain a 2 lane highway after this is done?" Dean replied that he hoped he would get to that.

Estimated cost of this improvement would be $260,000 and the estimated cost of right-of-way would be $60,000, and this would include taking about 3 acres of land through this open field area. (about 1,300 feet)

(2) The second alternative is more or less a straight shot through. It does bring the R/W closer to this house (west) and not much closer to this house (east), but it does take off a little shed area that is behind this house. (Dean is pointing to area on map, located on wall behind him) It is very similar to the other alternative. It does move the roadway and is quite advantageous as far as this house (northwest) is concerned. The traffic patterns would be pretty much the same.

The estimated cost of this alternative is also $260,000. It is a little bit shorter, about 1,150 feet. The R/W is estimated at $70,000.

(3) The third alternative we looked at was not to cut across this open area, but to improve Harmony Drive, basically providing 2 traffic lanes - 6 foot pedestrian bike/walk paths - one on each side. We would have to take some property, possibly a house. This alternative is a little bit longer.

The estimated cost of this alternative is $285,000. The R/W is estimated at $110,000.

(4) The other alternative is a No-Build. This consists of not doing anything. We would just leave things as they are. This alternative is a Federal requirement. This gives you something to compare it to when making a choice of whether it is better to leave as is.

ENVIRONMENTAL EFFECTS:

Alternatives one and two were judged very similar. Their main environmental effects as listed in the Environmental Statement, are the consumption of some good soil land. Which could be considered good farm land under some LCDC Goals. In my mind it is stretching it a bit. We are inside the Urban Growth Boundary and this land is designated for Urban Growth. Although we are taking this prime soil land, it is programmed for houses already. Both Alternative one and Alternative two have quite an impact on adjacent property. Both could add some traffic on Lockhaven. Further down the road you have a school and there could be an increase there.

Alternative three would have a pretty substantial impact on adjacent property. It is pretty well developed in this area.

As far as traffic for 1995 both with I-5 interchange and without, basically, Alternatives one and two would be around 8,000 cars a day. Both with Interstate-5. To the west it would be 7,200 cars a day. It is the amount of traffic that could be handled by two lanes. The facility is designed for two lanes. The right-of-way that has been proposed for this area is enough so that if 4 lanes were necessary in the future, then there would be enough right-of-way purchased. No right-of-way is contemplated at this time for west of here. The existing right-of-way is 70 feet. However, it looks as if this would accomodate any future traffic for the two lanes.

The traffic volumes for Alternatives one and two on

Harmony Drive is estimated at 400 cars a day; the existing traffic is 1,600 cars a day. It would be pulling in quite a bit of traffic in this area.

As far as Alternative 3 - it is projected for the year 1995 at 12,000 cars per day on Chemawa. (Currently, about 4,000 cars per day) This is definitely a negative factor. We could possibly even place 4 lanes on Chemawa Road someday. Without the interchange a projection of 7,000 cars per day through this area. If Alternative one or two were built, we are projecting about 5,000 cars per day through here. (pointing to map)

NOISE LEVELS:

Noise levels are measured on the decible on the A Scale, which is based on a logrythmic scale. If you increase your decibles by 10, then what you perceive as noise would about double. There are Federal Guidelines on nosie that our project is to meet. We looked at the existing noise levels. On Harmony we have an L10 reading, which means that it exceeds the level 10% of the time is 67 dBA. The Federal Guidelines for the residential areas are 70 dBA's. We find that the No-Build option of 1995, we find that Harmony would have 73 and Chemawa would have 76. With the I-5 Harmony would be 79 and Chemawa 82. If we do nothing, we have a big increase on Chemawa, and it exceeds what the State would allow. We are required to do something if we exceed the standards, such as Noise Berms, double windows in houses, etc..

Under Alternative one and two, without a connection to I-5, on Harmony we are talking about 56 dBA. With the connection to I-5 we are looking at 67 dBA. (About what it is today)

On the new areas across the field, we are slightly increasing the noise levels over what is allowed. 72 dBA, 50 feet from the nearest traffic lane, without I-5 connection and 77 with connection. It is very possible that we will have to do something, as far as noise, depending on the selection of an alternative

AIR POLLUTION:

This is expected to be decreased over what would happen if we did nothing. Less turning movements, les traffic movements, which will decrease air pollution.

DRAFT EIS:

We are accepting written comments for 10 days and after that time we will get together nad think about it. Then, the Board of County Commissioners will select an alternative that is best over all. The DEIS will address the comments received by the public and governmental agencies. It would be 2 to 3 months from now to finish it off and to submit for approvals. This will be done through the State EIS office. How long it takes for approval, I am not sure, this has to go back to Washington, D.C. for final approval, because we are an urban area over 100,000. Possibly, 4-5 months maximum.

Right-of-Way - If things go smoothly, 6-8 months for right-of-way acquisition. If people are not satisfied, possibly longer. Construction season is probably, by Mr. Nebergall's guesstimate, is for 2 years away.

Right-of-Way and relocation is discussed in the pamphlets which are located on the tables in the gymnasium. These have been prepared by the State.

Relocation assistance is a Federal Requirement.

Mr. Nebergall opened the floor for questions and comments.

Mrs. JoAnne Beilke
6025 McLeod Lane NE
Salem, Oregon 97303:

She stated that she lived on McLeod Lane and that she did not feel that this house would be needed to be taken.

Mr. Nebergall stated it appeared that only under Alternate 3 need a house be taken, though the house on the N.E. corner of Lockhaven and McLeod was marginal with Alternative 1.

Mr. Frank Graham
1560 Lancaster Drive NE
Salem, Oregon 97301:

How does that affect Mr. Cotton's property?

Mr. Nebergall's comment was that it would not affect or bother his property, which is not adjacent to the project.

Mr. Gary Schmidt
3425-34th Avenue NE
Salem, Oregon 97303:

Off of this proposed road, could landowners subdivide off this road?

Mr. Nebergall responded that we are not purchasing access. Subdivisions would be subject to normal standards for land adjoining arterial streets.

Mrs. Frank Graham
1560 Lancaster Drive NE
Salem, Oregon 97301:

Mrs. Graham wanted to know how this was going to affect the well on her property and she was also concerned about the right of way to be obtained. She said she did not feel that the price they would offer would be nearly worth as much as what she wanted to do with her property.

Mr. Nebergall stated that Alternate 1 would place the well within the right-of-way. Federal requirements call for fair market value for property taken.

Mrs. JoAnne Beilke
6025 McLeod Lane NE
Salem, Oregon 97303:

Her concern was with the bike path on McLeod Lane.

Mr. Nebergall commented that we have a problem with narrow right-of-way and available funds, but that McLeod Lane bikepath is not part of this federal project.

Mrs. Beilke also asked about Lockhaven to the west by Whiteaker School and at North River Road.

Mr. Nebergall replied that as currently planned, I-5 would be connected to Chemawa-Lockhaven in the fall of 1983. This is probably optimistic. In any event, we are taking a long look at a possible project for a signal at North River Road and a pedestrian activated crossing at the school, depending upon what happens to an I-5 connection.

As there were no further comments, Mr. Nebergall declared the Public Hearing closed at 8:30 P.M.

PUBLIC HEARING - CHEMAWA-LOCKHAVEN EXTENSION

July 27, 1978 - 7:30 P.M.
Gubser School - Gymnasium

INDIVIDUALS IN ATTENDANCE:

E. Josephine Graham
565 18th Street NE
Salem, Oregon 97301

Mr. & Mrs. Frank Graham
1560 Lancaster Drive NE
Salem, Oregon 97301

Mr. Gary Schmidt
3425 - 34th Avenue NE
Salem, Oregon 97303

Mrs. JoAnne Beilke
6025 McLeod Lane NE
Salem, Oregon 97303

Mr. Gary Schmidt
Rt. 1 Box 60CP
Culver, Oregon 97734

Ms. Helen A. Ebert
2290 Chemawa Road NE
Salem, Oregon 97303

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

COURTHOUSE, SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

August 15, 1978

Mr. Phillip O. Stearns
Region Federal Aid Engineer
Oregon State Highway
2960 E. State Street
Salem, Oregon 97310

RE: McLeod Lane
Oregon Electric Railroad

Dear Mr. Stearns:

Attached please find two (2) items, as discussed with Dennis Bagger of your Location Section, that are needed for completion of the Location Design Study Report. They are as follows:

1. The public hearing transcript and written comments.
2. A recommendation by the Board of Commissioners as to alternative selection and some design features.

If anything else is needed, please let us know.

Very truly yours,

John A Anderson

John A. Anderson
Director of Public Works

DN:lp

cc: Cam Gilmore & Archie Judson ODOT Environmental Section ✓
George Grove
Dennis Bagger Location Section ODOT Downtown
Board of Commissioners
Lockhaven 1978 File
JAA
Attachments

United States Department of the Interior
OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
500 N.E. Multnomah Street, Suite 1692, Portland, Oregon 97232

July 10, 1978

RECEIVED
ENVIRONMENTAL
SECTION

JUL 1[illegible]

Referred to Sharon
Comment letter

ER-78/505

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

Dear Mr. Green:

In response to a recent request from the Oregon Department of Transportation, we have reviewed the Draft Environmental Statement for McLeod Lane-Oregon Electric Railroad, Marion County, Oregon. The draft statement adequately covers the subjects for which this Department has jurisdiction and review expertise.

Thank you for the opportunity to review this document.

Sincerely yours,

Charles S. Polityka

Charles S. Polityka
Regional Environmental Officer

Environmental Section
July 13, 1978
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
C. O. Fredrickson
R. E. Kuehn
Eddie Welsh
Bill Kappus
Glen Green

cc: Dir., Office of Environmental Project Review
Dir., Heritage Conservation & Recreation Service
Dir., Fish & Wildlife Service
Dir., Geological Survey
Ass't. Sec'y., Indian Affairs
Reg. Dir., HCRS, Seattle
Reg. Dir., FWS, Portland
Dist. Chief, GS, Tacoma
Area Dir., BIA, Portland
Reg. Admin, Federal Highway Admin., Portland (Attn: Irv Lloyd)
Oregon Dept. of Transportation, Salem

file

Environmental Section
July 27, 1978
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
C. O. Fredrickson
R. E. Kuehn
Eddie Welsh
Bill Kappus
Glen Green
Dick Knowles

Department of Energy
Region X
1992 Federal Building
915 Second Avenue
Seattle, Washington 98174
206-442-7260

July 24, 1978

Gary A. Potter, Manager
Environmental Section
Oregon State Department of Transportation
Salem, Oregon 97310

Dear Mr. Potter:

The Department of Energy (DOE) appreciates the opportunity to comment on the Draft Environmental Impact Statement (EIS) for the Chemawa Road Project, Marion County, Oregon (FHWA-OR-EIS-78-08-D).

Two of the purposes that Congress declared when it established the Department of Energy by enacting the DOE Organization Act (42 USC 7101) were:

- To achieve, through the Department, effective management of energy functions of the Federal Government, including consultation with the heads of other Federal departments and agencies in order to encourage them to establish and observe policies consistent with a coordinated energy policy, and to promote maximum possible energy conservation measures in connection with the activities within their respective jurisdictions [42 USC 7112(2)]; and,
- To place major emphasis on the development and commercial use of solar, geothermal, recycling and other technologies utilizing renewable energy resources [42 USC 7112(6)] (emphasis added).

This Regional Office is utilizing the EIS comment process as one way to assist in achieving the purposes declared by Congress.

EIS's are a most appropriate means to evaluate and present the energy consumptive characteristics consequent to proposed Federal agency actions, alternatives to proposed actions, and proposed mitigative measures. EIS's are also appropriately employed to develop and present energy conservation measures and renewable-resource energy measures which would not only reduce the energy consumed consequent to Federal agency actions but also reduce the nation's dependence on nonrenewable energy resources.

The Council on Environmental Quality *Guidelines for the Preparation of Environmental Impact Statements* urge that EIS's consider alternatives that will significantly conserve energy, and include energy use and energy conservation among the areas of environmental impact which should be considered in EIS's (just as air quality, water quality, noise, etc., must be considered).

This Office therefore reviewed the referenced Draft EIS to determine not only the specific impact of the alternatives on energy consumption, but also to assess: (1) the adequacy of the EIS's broad consideration of energy use, (2) the type and nature of energy use, and (3) the consideration given to energy conservation/efficiency. We found that the EIS generally does not appear to address the issues of energy use or energy conservation associated with the alternatives considered and proposed mitigative measures.

More specifically, the EIS also does not presently include a consideration of the energy invested in the material which could be used to construct the alternatives and the energy consumed by construction activities. In order to make some energy comparisons this Office has performed some rough calculations of the energy requirements of the three build alternatives, using general conversion factors between construction costs, type of construction, and energy use (see the DOE's *State Energy Conservation Plan Handbook*, pp. 61-80, previously sent to your Office). Results of these calculations follow:

Alternative 1: 32 Billion Btus

Alternative 2: 32 Billion Btus

Alternative 3: 35 Billion Btus

Additionally, energy will be consumed in maintenance activities each year. We have roughly estimated that the annual energy expenditure for these activities would range between 57 and 86 million Btus, as shown below:

Alternative 1:	63 Million Btus/year
Alternative 2:	57 Million Btus/year
Alternative 3:	86 Million Btus/year
Alternative 4:	86 Million Btus/year

The EIS also does not consider and specify other energy effects associated with the completed project. In particular, the reduction in traffic congestion in the project area (identified as a major justification for the project) is a factor that should be considered in the Final EIS. Despite a modest initial energy investment, it is quite possible that the completed project may result in a net energy saving over the long-term, if annual energy use that would otherwise occur is significantly reduced because of the project's reduction of traffic congestion. A comparison of the trade-off between the initial construction energy investment and potential long-term energy savings should be made for each alternative and considered in your decision-making.

We would appreciate a consideration of alternative materials, as well as alternative projects, in the Final EIS. The Final EIS should also present an evaluation of the use of alternative construction techniques and procedures. Some procedures can greatly alter energy consumption during construction (e.g., specifying a higher moisture content and lower temperature in hot mix asphalt, requiring higher loading efficiencies for earth moving equipment, maximizing use of on-site materials, utilizing standardized and repetitive dimensions to permit maximum reuse of forms, and encouraging carpooling by construction employees).

Additionally, the EIS should indicate what measures will be taken to mitigate excessive or potentially unnecessary energy consumption due to the design, construction, use, and maintenance of the eventual proposed action. Any potential for substitution of renewable energy resources for nonrenewable energy resources should also be addressed in the Final EIS. The extent and type of any street lighting should also be evaluated to determine the lighting-related energy use impacts. Note that use of energy should be considered in the unavoidable adverse environmental effects section of the Final EIS and that the consideration of the irreversible and irretrievable resource commitments section of the Final EIS could evaluate energy commitments in a quantitative, rather than qualitative, manner. Finally, this Office commends the project sponsors for their inclusion of bicycle paths and footpaths with the proposed action.

This Office again thanks you for the opportunity to review and comment on your Draft EIS. We hope our comments will be helpful to you in the preparation of the Final Environmental Impact Statement, and in your further consideration of the alternatives. If we can be of further assistance, please do not hesitate to contact us.

Sincerely,

Gilbert S. Haselberger
Director, Conservation &
Environment

cc: Lee Johnson, External Affairs Officer, Region X, DOE

Robert Stern, Office of the Assistant Secretary for Environment, Environmental Impact Division, NDOE

Paul Brumby, Office of the Assistant Secretary for Conservation and Solar Applications, Federal Programs Office, NDOE

Louis Lybecker, Regional Administrator, Federal Highway Administration, DOT, Portland, Oregon

C. O. Fredrickson, Regional Engineer, Oregon State Department of Tranportation, Salem, Oregon

ROBERT W. STRAUB
GOVERNOR

Executive Department
INTERGOVERNMENTAL RELATIONS DIVISION
ROOM 306, STATE LIBRARY BLDG., SALEM, OREGON 97310

July 17, 1978

Environmental Section
July 18, 1978
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
C. O. Fredrickson
Eddie Welsh
R. E. Kuehn
Glen Green
Bill Kappus
Dick Knowles

Gary Potter
Manager
Environmental Section
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Potter:

RE: McLeod Lane-Oregon
Electric Railroad
PNRS 7805 4 1550

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies. The Departments of Land Conservation & Development and Environmental Quality offered the enclosed comments which should be addressed in preparation of your final Environmental Impact Statement.

We will expect to receive copies of the final statements as required by Council of Environmental Quality Guidelines.

Sincerely,

Kay T. Wilcox
For Martin W. Loring, Manager
Grants Coordination &
Management Section

MWL:wb

Enclosures

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Mcleod Ln-
Oregon Electric DEZ
Project #: ____________

Return Date: JUN 30, 1978
July 14 '78 extension

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

☐ This project does not have significant environmental impact.

☐ The environmental impact is adequately described.

☒ We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

☐ No comment.

REMARKS

No Comment from Air Quality Div.
Noise Control section comments attached.

Agency ____________ By Norman L Jitte 7/5/78

Department of Environmental Quality
Noise Comments on the Draft E.I.S. for the
McLeod-Oregon Electric Railroad Project
(Project #7805-4-1550)

The following are the DEQ's Noise Control Section comments on the Draft E.I.S. for the McLeod Lane-Oregon Electric Railroad highway widening and realignment project near Salem.

1) The Draft's two page discussion of the project's noise impacts was inadequate. Only the barest amount of noise information was presented. The greatest environmental impact this project has is noise pollution. We recommend the Final E.I.S. contain a more detailed noise impact discussion, which would include the following:

    a) The number of noise impacted homes and the amount of impact each will receive;

    b) A noise contour map;

    c) A complete description of the noise mitigation measures proposed and the effectiveness of these measures at reducing noise; and

    d) A discussion of the project noise impacts on homes outside the immediate project area (i.e., on McLeod Lane, Lockhaven Drive and Chemawa Road).

2) Alternative 1 or 2 seems to be the better of the four alternatives proposed. They show the least noise impact and the most noise mitigation potential. Unfortunately, the Draft did not present sufficient information to permit us to determine which of these two alternatives to recommend for construction. We thus recommend both alternatives be carried forward equally by the Highway Division in the Final E.I.S. and neither alternative receive preferential status in the Final.

3) Because of the pressures for suburbanization from Salem in the project area, we recommend the Highway Division encourage the local land-use agencies to take steps to prevent the encroachment of housing on this project.

Norman Jette
7/5/78

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7805 4 1550 Return Date: ____________________

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - -

REMARKS

Agency LCDC By ____________________

7805 4 1550

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the City of Salem's comprehensive plan and efforts to update the plan (i.e. the Salem compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the relationship between the statewide land use goals #11 Public Facilities and Services and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

6/12
lo

M-1830 (1)

U.S. ENVIRONMENTAL PROTECTION A
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

Environmental Section
June 30, 1978

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Glen Green
C. O. Fredrickson
Eddie Welsh
R. E. Kuehn

REPLY TO ATTN OF: M/S 443

JUN 23 1978

Glen Green, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

Dear Mr. Green:

We have completed our review of your draft environmental impact statement for McLeod Lane-Oregon Electric Railroad (Chemawa Road) in Marion County, Oregon.

The draft EIS's discussion of the project's impact upon air quality and surface and ground water is adequate, however we feel the discussion of the project's noise impact should be expanded.

Although the project description diagrams did not present the scale to which the diagrams were drawn, it was apparent that the Lockhaven Drive extension will be quite close to the backyards of nearby residences. This fact combined with the interior layout of residential homes (which usually places bedrooms in the rear of the house) may produce rather high interior noise levels in rooms used for sleeping. We therefore suggest that the final EIS discuss the noise abatement alternative of installing double pane windows and/or acoustic wall insulation in those houses experiencing exterior noise levels of L_{10} 70 dBA or greater and increases in ambient noise levels of 10 dBA or greater.

The final EIS should include a discussion defining those measures which will be implemented to reduce construction noise. The following list of construction noise abatement measures is suggested:

1. the use and maintenance of properly operating mufflers and quieting devices

2. the use of quietest available machinery and equipment

3. the use of electric equipment in preference to gas, diesel or pneumatic machinery

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JUN 29 1978
OREGON DIVISION

4. locating construction equipment as far from nearby noise sensitive properties as possible
5. shutting off idling equipment
6. limitation of construction hours to coincide with the normal workday period, e.g. 8:00 a.m. to 6:00 p.m.
7. scheduling the noisiest operations near the middle of the day, and notifying nearby residents whenever extremely noisy work will be occurring
8. the use of permanent or portable barriers around point noise sources.

From the standpoint of the Environmental Protection Agency's areas of concern and expertise, we are rating this statement LO-1 (LO - Lack of Objections; 1 - Adequate Information). This rating will be published in the Federal Register in accordance with our responsibility to inform the public of our views on proposed Federal actions under Section 309 of the Clean Air Act, as amended.

We appreciate the opportunity to review this draft environmental impact statement. Please do not hesitate to contact me or Dennis Ossenkop, of my staff, should you have questions or desire further information regarding our comments. We can be reached at (206) 442-1285 or (FTS) 399-1285.

Sincerely,

Alexandra B. Smith

Alexandra B. Smith, Chief
Environmental Evaluation Branch

file

RECEIVED
ENVIRONMENTAL
SECTION

JUL 6 1978

Referred to [illegible]

~~[illegible]~~

M E M O R A N D U M

TO: Mr. D. H. Moehring, Project Development Engineer
Oregon Department of Transportation

FROM: Chuck Stevens, Senior Planner, COG

SUBJECT: McLeod Lane - Oregon Electric Railroad - Draft Environmental Impact Statement

Marion County

DATE: July 5, 1978

This memo is in response to pages 5 and 6 in the Draft EIS regarding the locations of pedestrian/bicycle facilities. Alternatives 1 and 2 refer to a facility on one side of the street separated by a curb. It is strongly recommended that a cross-section similar to Alternative 3 -- 6' bikepaths on both sides of the street be incorporated into the design of Alternatives 1 and 2.

A bicycle facility on one side of the street:

(1) Has proven unsuccessful in other projects in Oregon (refer to Don Shaffer, Bicycle Engineer, ODOT);

(2) forces pedestrians to walk with traffic and bicyclists against traffic--both of which conflict with good traffic safety;

(3) the overpass has paved shoulders on both sides separated from the travel lane by a white line. A bikepath on one side (Alternative 1 and 2) would not provide a logical link with the overpass.

(4) Alternatives 1 and 2 conflict with the following policy of the draft Salem Area Bicycle Plan: "It is recommended that one-way on-street or off-street bikepaths be implemented."

CS/cah

cc Gary Potter, Manager Environmental Section ODOT ✓
Glen Green, Division Administrator Federal Highway Administration
Mr. Fredrickson, Regional Engineer OSHD

Riedl —
J.

March 3 1849

United States Department of the Interior
OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
500 N.E. Multnomah Street, Suite 1692, Portland, Oregon 97232

July 10, 1978

RECEIVED
ENVIRONMENTAL
SECTION

Referred to ~~[illegible]~~
file

ER-78/505

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

Dear Mr. Green:

In response to a recent request from the Oregon Department of Transportation, we have reviewed the Draft Environmental Statement for McLeod Lane-Oregon Electric Railroad, Marion County, Oregon. The draft statement adequately covers the subjects for which this Department has jurisdiction and review expertise.

Thank you for the opportunity to review this document.

Sincerely yours,

Charles S. Polityka

Charles S. Polityka
Regional Environmental Officer

RECEIVED
JUL 11 1978
OREGON DIVISION

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

COURTHOUSE, SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

August 9, 1978

Mr. Gary Schmidt
Rt 1 Box 60CP
Culver, Oregon 97734

Dear Mr. Schmidt:

Thank you for your letter regarding the Draft EIS for Lockhaven Drive. Your comments will be included in the Final Impact Statement and your thoughts will be considered in the selection of an alternative.

Best Regards,

John A. Anderson
Director of Public Works

Dean P Nebergall

Dean P. Nebergall
Federal Aid Administration

DPN:lp

cc: ODOT Environmental Section
ATTN:Archie Judson

Board of Commissioners

August 5, 1978

RECEIVED
AUG 7 1978
MARION COUNTY ENGINEER

John A. Anderson, Director
Marion County Department of Public Works
300 Senator Building
220 High Street
Salem, Oregon 97301

Dear Mr. Anderson:

I am writing to protest the position of the Lockhaven extension which will go through a major portion of our property at 5820 McLeod Lane.

The impact on our property will be great if Alternative 1 or 2 is constructed.

Alternative 1 will be only a few feet from the house and leave a small piece of property isolated across the proposed road. I want you to consider purchasing the house or moving it. Also, consider purchasing the small parcel across the porposed roadway. Due to the fact that you will reduce the subdivision prospects of our property to practically nothing without Lockhaven frontage, I request to have driveways placed to front the new proposed roadway.

Alternative 2 does not appear to have as great an impact on our pasture, but goes just as close to the front of the house. I include the same request if Alternative 2 is selected; that you either purchase or move my house, purchase any isolated piece of property, and include driveways to my property along the extension.

As I purchased this property as an investment, and I am not ready to sell it, I feel your project is hampering the further usefulness of the property.

Sincerely yours,

Gary L Schmidt

Gary L. Schmidt
Rt. 1, Box 60CP
Culver, Oregon 97734

RECEIVED
AUG 7 1978
MARION COUNTY ENGINEER

MARION COUNTY
PUBLIC HEARING

Name Helen A. Ebert
(Please Print)

Address 2290 Chemawa Rd N.E

City Salem Zip Code 97303

Do you wish to make a statement: ☐ Yes ☐ No
(Please check one)

Organization Represented

Reverse side comments will be made a part of hearing transcript.

I would favor Alternate #1 plan
(Or no build is second choice)
Proper drainage is an important factor to consider
for all existing properties.

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

COURTHOUSE, SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

August 9, 1978

Ms. Helen A. Ebert
2290 Chemawa Rd. N.E.
Salem, Oregon 97303

Dear Ms. Ebert:

Thank you for your letter regarding the Draft EIS for Lockhaven Drive. Your comments will be included in the Final Impact Statement and your thoughts will be considered in the selection of an alternative.

Best Regards,

John A. Anderson
Director of Public Works

Dean P Nebergall

Dean P. Nebergall
Federal Aid Administration

DPN:lp

cc: ODOT Environmental Section
Attn: Archie Judson

Board of Commissioners

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

COURTHOUSE, SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

August 4, 1978

Mr. & Mrs. J. C. Mount
2045 Chemawa Road NE
Salem, Oregon 97303

Dear Mr. & Mrs. Mount:

Thank you for your letter regarding the Draft EIS for Lockhaven Drive. Your comments will be included in the Final Impact Statement and your thoughts will be considered in the selection of an alternative.

Best Regards,

John A. Anderson
Director of Public Works

Dean Nebergall

Dean P. Nebergall
Federal Aid Administration

DPN:lk

cc: ODOT Environmental Section ✓
ATTN: Archie Judson

Board of Commissioners

Salem, Oregon, 97303
2045 Chemawa Rd NE

John A. Anderson, Director
Marion County Dept. of Public Works
County Courthouse
Salem, OR. 97301

RECEIVED
AUG 4 1978
MARION COUNTY ENGINEER

Dear Mr. Anderson:

We were unable to attend the public hearing held at 730 p.m. July 27, 1978 at Gubser school music room, regarding the "several alternate proposals for providing two traffic lanes, transition to join the four lane width at the easterly termini and bikepaths) to ~~join~~ connect the existing Lockhaven Drive at McLeod Lane with the recently constructed Chemawa Road near St. Croix way."

We want to express our preference for alternate 1 in the strongest possible terms, for the following reasons:

1. First and foremost is safety. There have many accidents at at the curve coming unto Chemawa Rd. and additional accidents can be expected at the Chemawa Rd—Harmony Drive juntion when more traffic is channeled unto Chemawa Road. I drive this road to work every day and know how easy it is to gain speed coming off the overpass and before you realize it you are in a dangerous curve. This not only

endangers the occupants of the car but the property owner's building, shrubs and possibly their life on the north west (outside) of the curve.

2. Pollution - Both noise and air. - If alternate 3 is chosen and Chemawa road is widened by 15 feet on either side it appears from your map that is on page 5 of "Draft Environmental Impact Statement 15 residences would be effected. These residences would have 15 feet taken from their yards, which puts the street side of the house very close to the road with no possibility of erecting a barrier against noise and pollution, whereas no. 1 alternate could be built to include some barriers and new residences would be built further from the road. alternate no. 2 could accomplish this purpose but not to the same degree as no. 1.

3. Cost - While you have estimated $285,000.00, we feel this could be much more. We have not been approached as to what we would receive for 15 feet from our property, but we know the cost to us would probably mean 3 or 4 or more less desirable lots when we are ready to subdivide. We need every foot to get in three rows of lots instead of two. We have already had to sacrifice 1/4 acre for the Lockhaven road and will not part with additional property easily. We feel many of the other property owners feel the same.

4. Last but not least, we feel it would be a black spot on good planning to have a dog-leg or crook in a through road - one

that will probably become subject to more and more use for people crossing from 99E to River Road and from the Interchange on I-5 when it is eventually completed. Alternate no 1 would give an easy, though gentle curve to accomplish the transition the same as no. 2, but would not disrupt the two residences as no. 2 does.

We hope you will carefully consider our above reasons.

Respectfull submitted.

Mr & Mrs J C Mount,

APPENDICES

APPENDIX A

TRAFFIC DATA

Glen Archie -
please update FEIS
as necessary

OREGON DEPARTMENT OF TRANSPORTATION
Office of Project Management
Urban Studies Unit

SALEM: TRAFFIC FORECASTS FOR THE McLEOD LANE-OREGON ELECTRIC RAILROAD PROJECT

Background

The Draft Environmental Impact Statement for this project was published in April 1978. Attachment A is a copy of the Environmental Section's request for data. A verbal question raised at the same time was whether or not the traffic forecasts given in a 1976 report by Jack Sullivan would remain the same or change.

The answer to the question is partially yes. The 1975 volumes will change because, the construction year has been changed to 1979.

Since the forecasts that were made in 1976, new test systems were used, some changes would occur in the forecast data. However, the Urban Studies Unit believes that the changes would not be significant and that a review and slight updating of the 1976 work will be satisfactory.

This report is based on the above work and assumptions.

Analysis

The alternatives studied are those described in the Draft E.I.S. Attachment B is a copy of the cover of the Draft E.I.S. and the two pages describing the alternatives. From a traffic standpoint, there is no difference between Alternates 1 and 2, the difference being a matter of alignment only.

Map 1 shows the project area, which is close to the I-5 Chemawa Road Interchange.

Maps 2, 3 and 4 show 1979 Average Daily Traffic (ADT) for the three alternatives and the "No Build". These forecasts were based on manually classified vehicle counts in the area and hand adjusted to reflect the street systems for Alternates 1 and 2. The forecasts are for no Salem Parkway in the Year 1979.

Maps 5, 6 and 7 show 1995 ADT for all four alternatives. These forecasts are based on the 1995 forecasts shown in the Draft E.I.S. For the "No Build" the shortest time path to the southwest (Keizer area) is assumed to be via Chemawa Road, as it is currently. For Alternate 3, the shortest time path changes to favor Lockhaven Drive.

Hourly volumes and truck volumes are shown by Attachments C, D and E. These data were developed from a 1975 manual vehicle classification count at Chemawa Road and Harmony Drive. Existing vehicle speeds were determined by "driving the area" in 1979. Other speeds were estimated taking into account street capacities and future street conditions and improvements.

Attachment F shows the Average Hourly Percentage of Daily Traffic. These data were also from the 1975 manual count, which was for 16 hours between 6 a.m. and 10 p.m. These hours account for 90 percent of the traffic. The percentages for other hours were estimated based on information elsewhere in the Salem area.

The SATS Year 2000 (FTS-8) Hot/Cold Start percentages are probably suitable for 1995. They were based on the Alabama Highway Department method of determination. The percentages are:

1. Non-catalytic equipment: 20 percent cold start.
2. Catalytic equipment: 35 percent cold start
   32 percent hot start

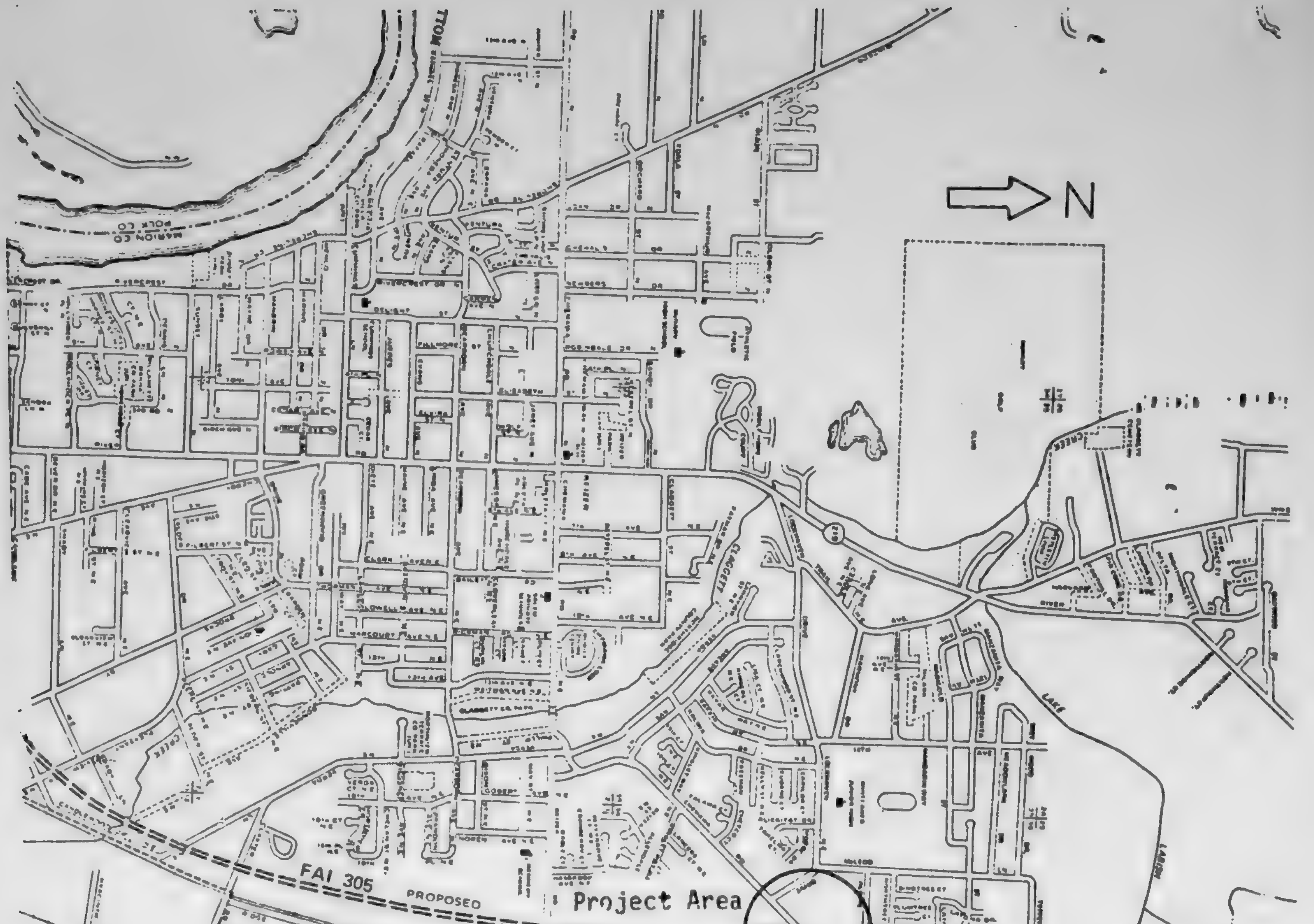
The SATS FTS-8 daily average trip length for all purposes is about 10.8 minutes. This figure is the product of the modeling process and could be low by two or three minutes.

The Urban Studies Unit has no information to determine the Diesel/gas split of heavy duty vehicles for the project area. However, the split is 50-50 for most major city streets. Thus, it would seem appropriate to use these figures for the project area.

Mel Makin/Von Hemmert/Bill Cranford

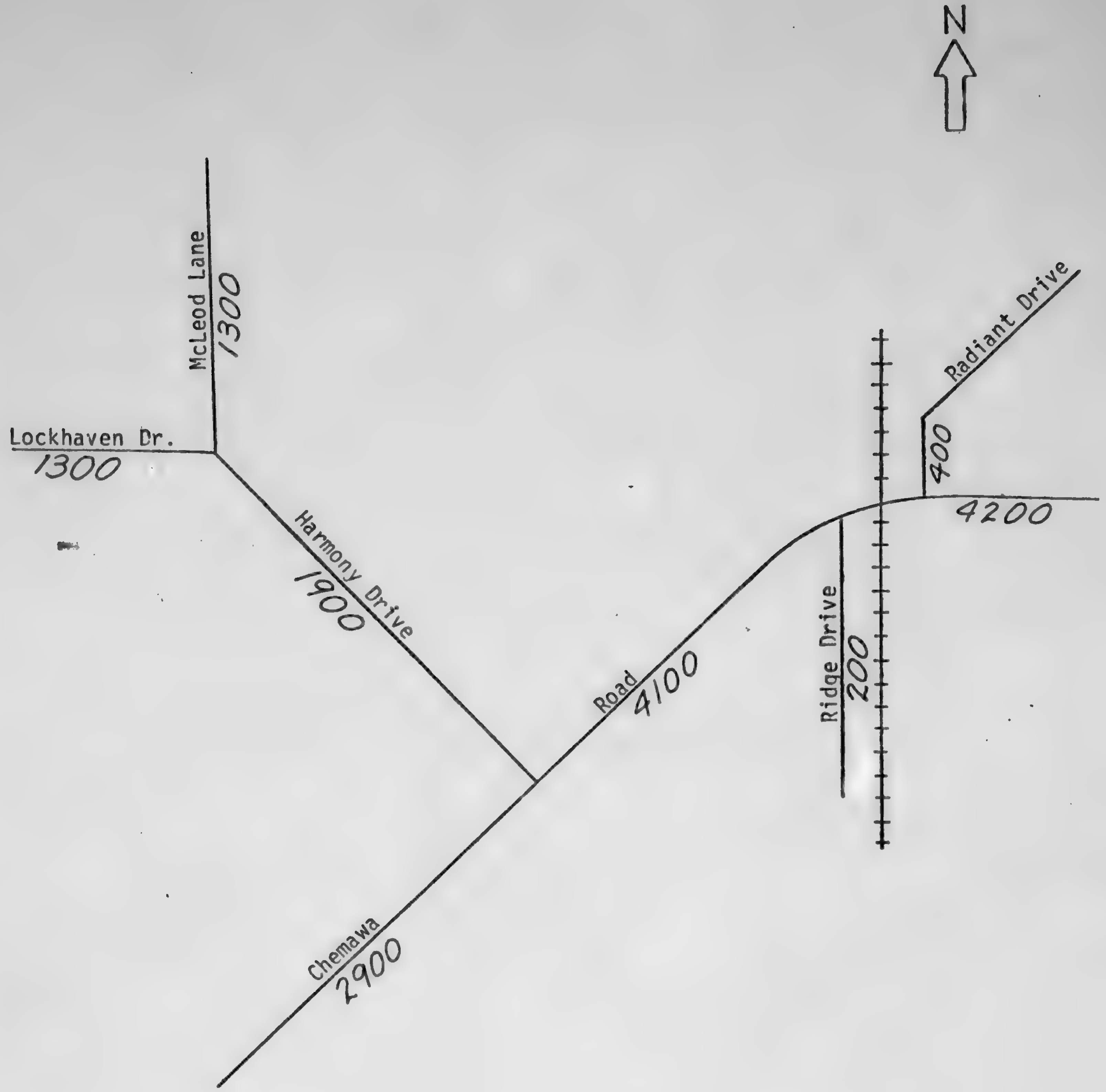
July 10, 1979

MAP 1


N
POLK CO
MARION CO
FAI 305
PROPOSED
Project Area
OREGON
SOUTHERN
PACIFIC
I-5
FAP 3
LAKE

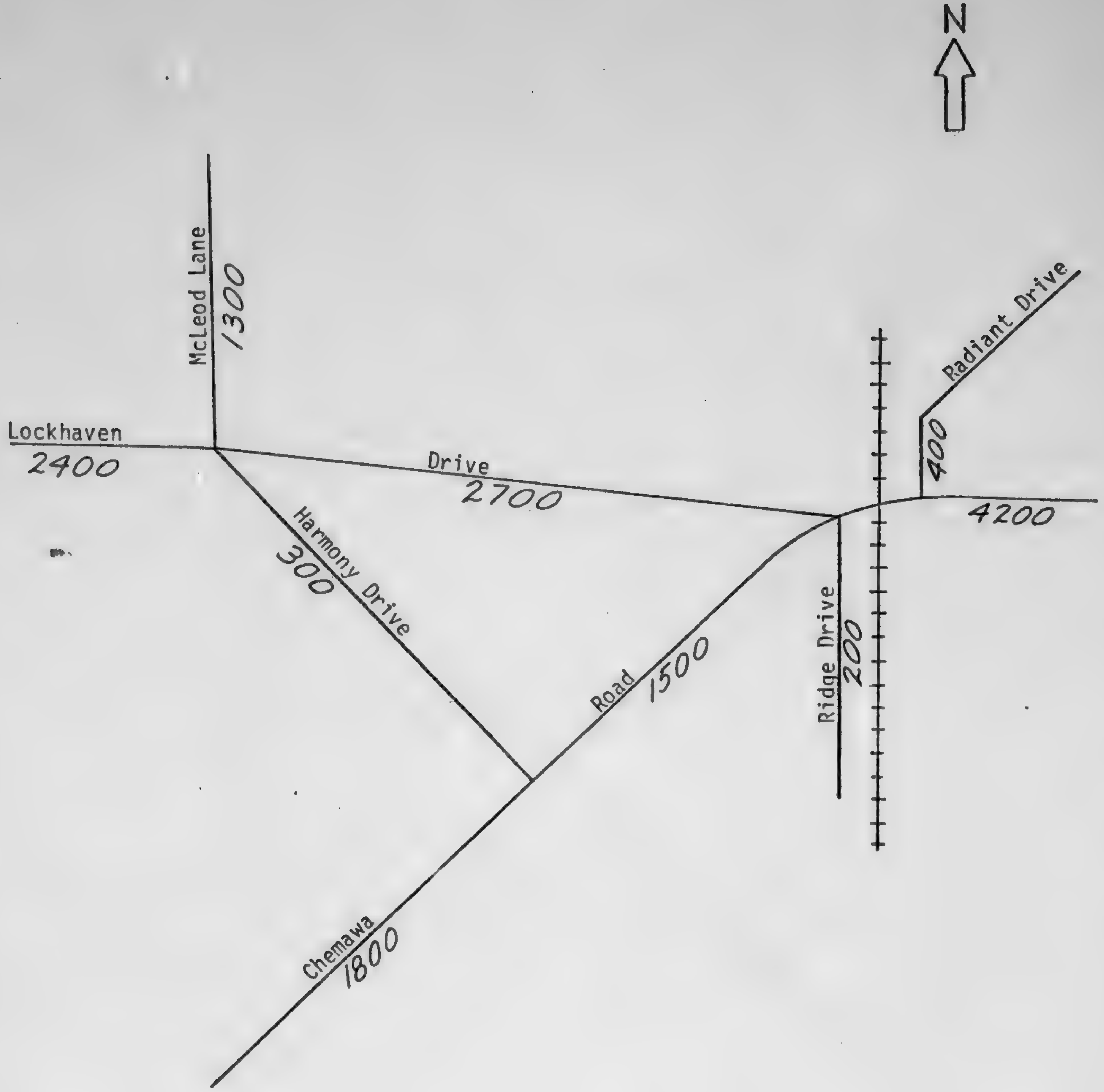
MAP 2

1979 AVERAGE DAILY TRAFFIC
"NO BUILD"


N
McLeod Lane
1300
Lockhaven Dr.
1300
Harmony Drive
1900
Radiant Drive
400
4200
Ridge Drive
200
Road
4100
Chemawa
2900

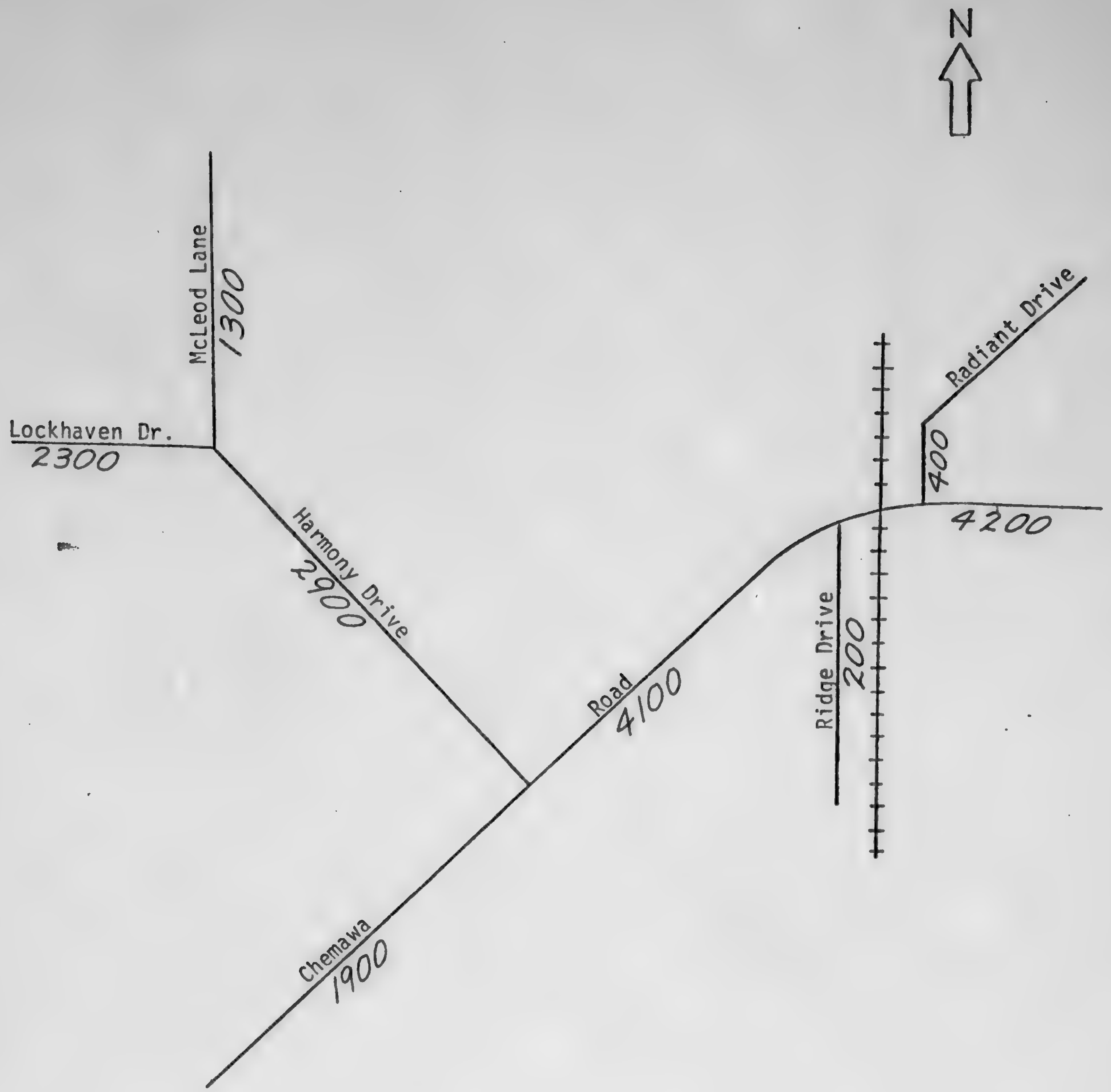
MAP 3

1979 AVERAGE DAILY TRAFFIC
ALTERNATIVES 1 & 2


N
McLeod Lane
1300
Lockhaven
2400
Drive
2700
Radiant Drive
400
4200
Harmony Drive
300
Ridge Drive
200
Road
1500
Chemawa
1800

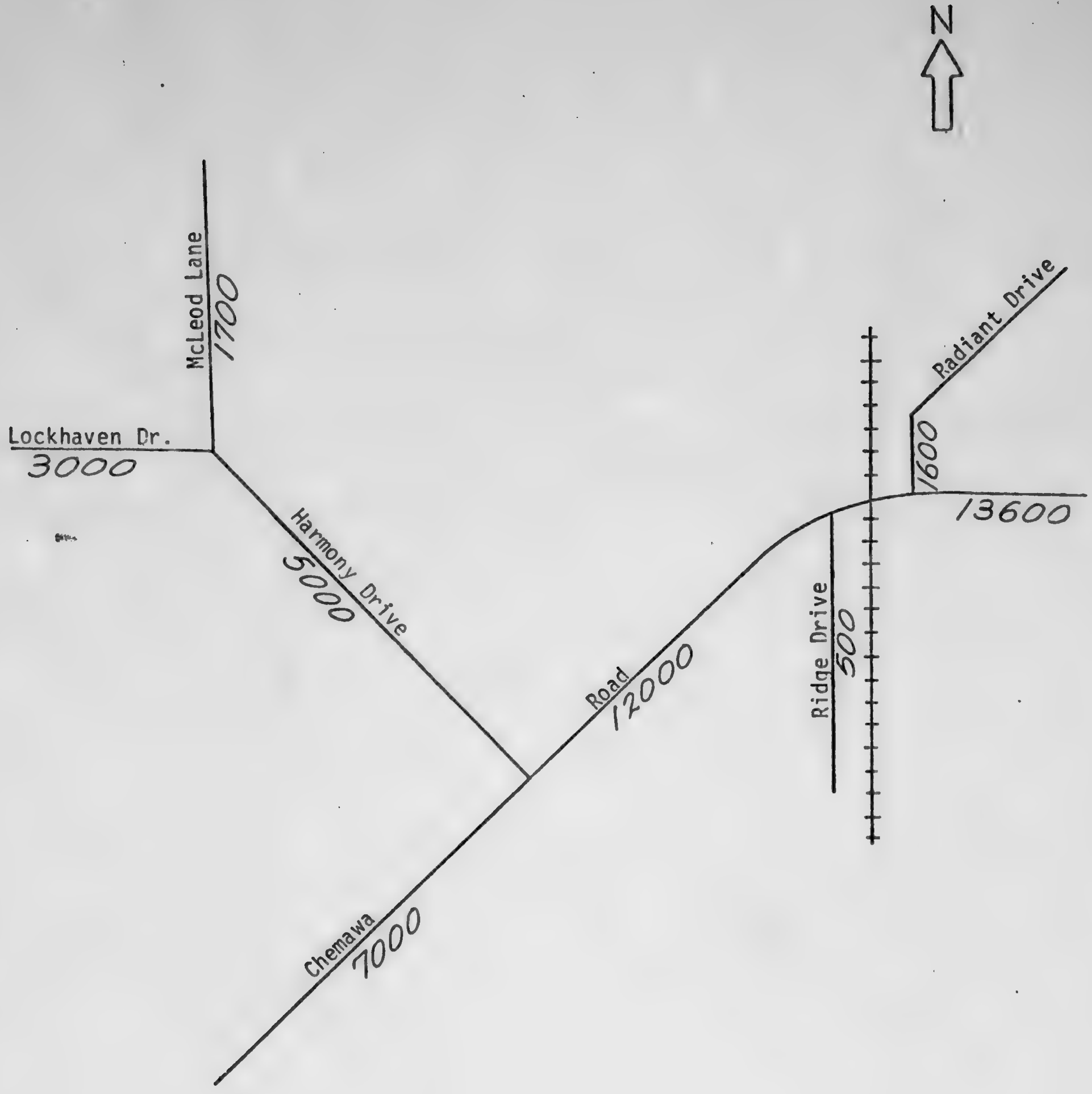
MAP 4

1979 AVERAGE DAILY TRAFFIC
ALTERNATIVE 3


N
McLeod Lane
1300
Lockhaven Dr.
2300
Harmony Drive
2900
Radiant Drive
400
4200
Ridge Drive
200
Road
4100
Chemawa
1900

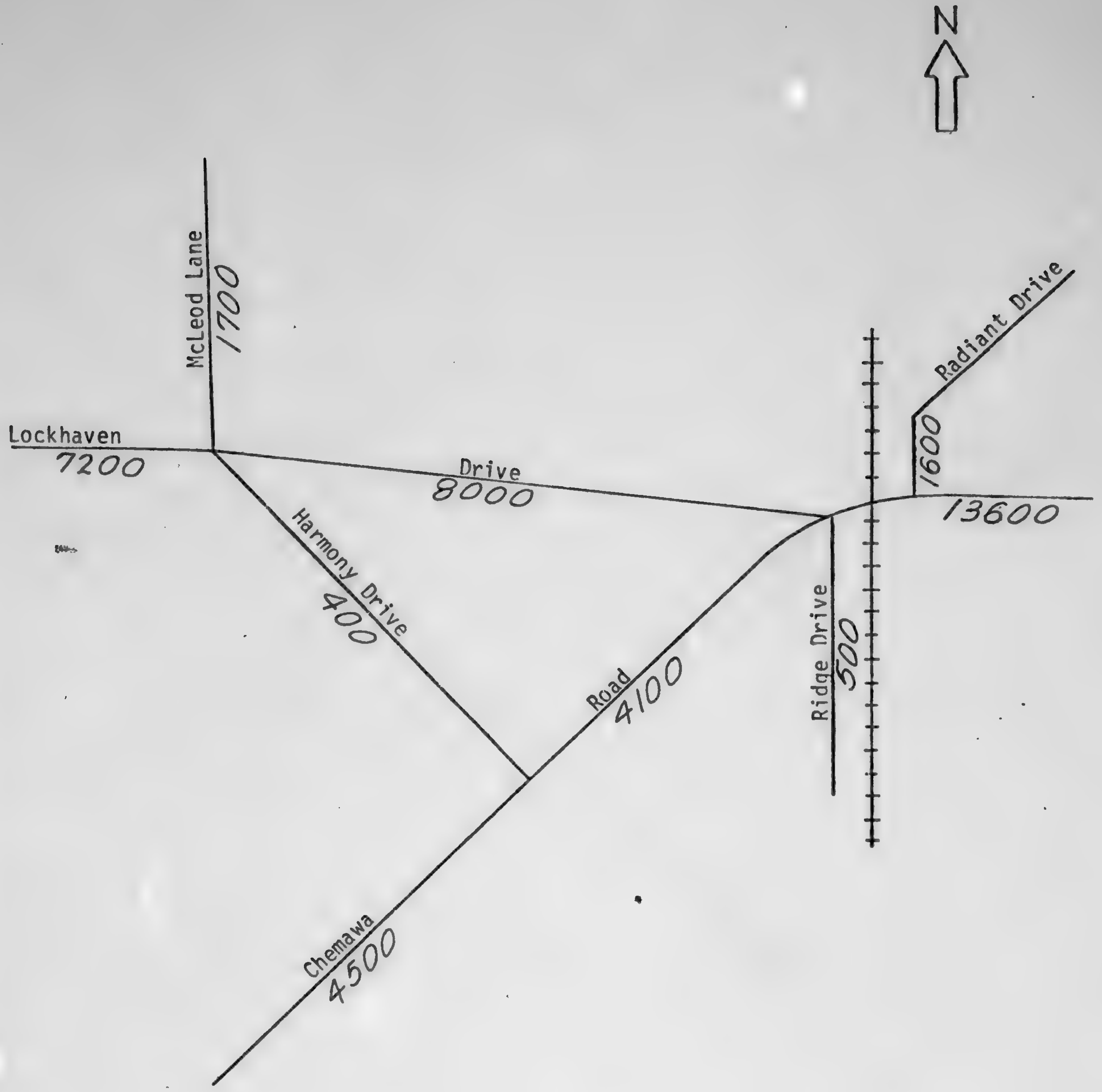
MAP 5

1995 AVERAGE DAILY TRAFFIC
"NO BUILD"


N
McLeod Lane
1700
Lockhaven Dr.
3000
Harmony Drive
5000
Radiant Drive
1600
13600
Ridge Drive
500
Road
12000
Chemawa
7000

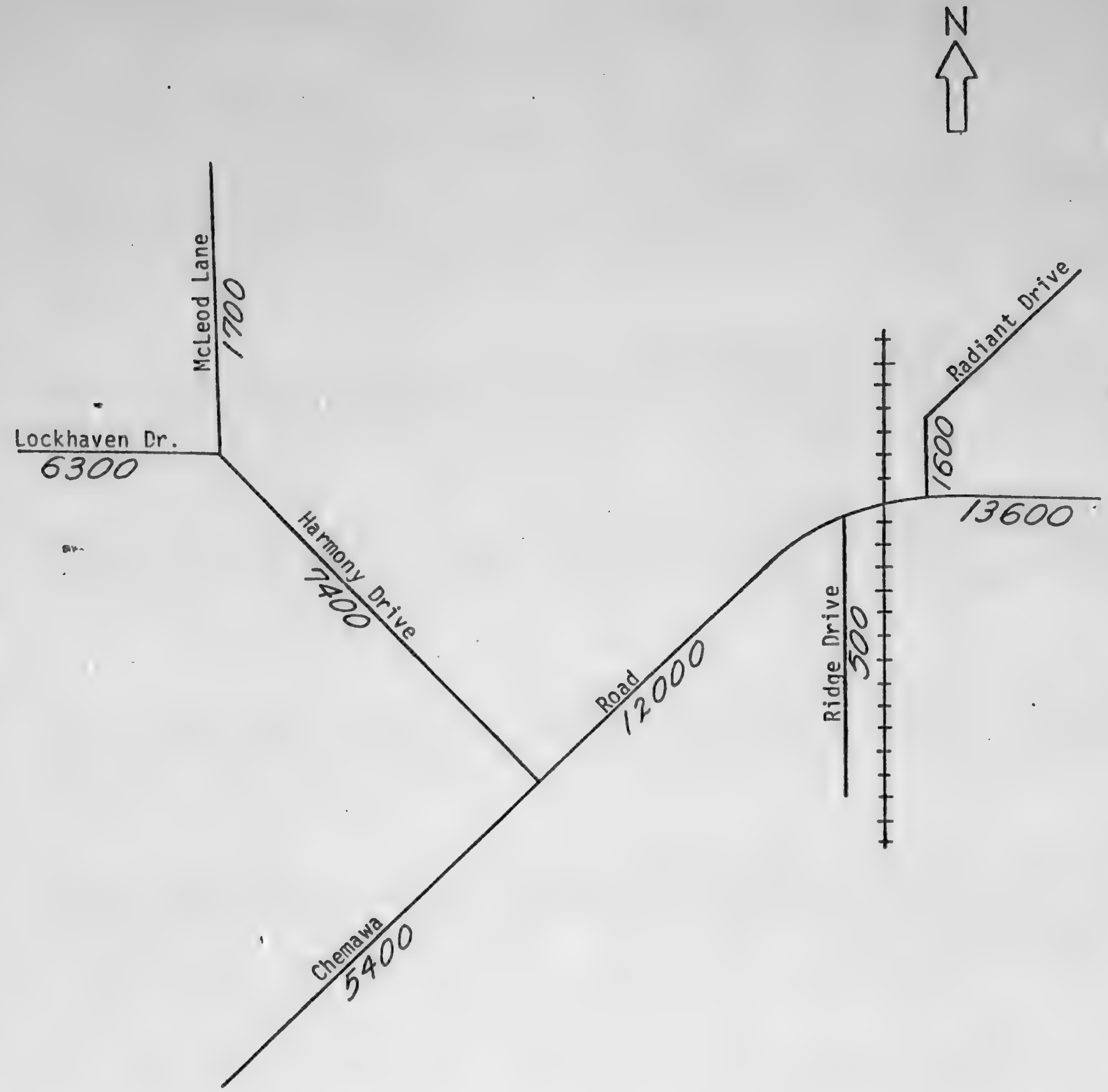
MAP 6

1995 AVERAGE DAILY TRAFFIC
ALTERNATIVES 1 & 2


N
McLeod Lane
1700
Radiant Drive
Lockhaven
7200
Drive
8000
1600
13600
Harmony Drive
400
Ridge Drive
500
Road
4100
Chemawa
4500

MAP 7

1995 AVERAGE DAILY TRAFFIC
ALTERNATIVE 3


N
McLeod Lane
1700
Lockhaven Dr.
6300
Harmony Drive
7400
Radiant Drive
1600
13600
Ridge Drive
500
Road
12000
Chemawa
5400

ATTACHMENT C

EIS TRAFFIC DATA

URBAN STUDIES UNIT

Date: 21 Jun 79
Analyst: Hinges
Ckd. By: Makin

Project M^c^Leod Ln. - OERR. Location Salem

Alternative No Build (79 = w/o Parkway) (95 = W Parkway)

SECTION	YEAR	DIST.	AVERAGE DAY			PEAK HOUR			LOS "C" HOURLY DATA			PTH		
			Vol.	T	SP	Vol.	T	SP	Vol.	T	SP	Vol.	T	SP
Chemawa Rd. (Verda Ln. to Harmony Dr.)	1979	0.70	2900	95	30	250	5	30	1100	18	25	220	15	30
	1995	0.70	7000	220	30	600	10	30	1100	18	25	520	35	30
Chemawa Rd. (Harmony Dr. to Radiant Dr.)	1979	0.25	4100	140	30	360	8	30	1100	18	25	300	30	30
	1995	0.25	12000	500	30	1080	85	25	1100	18	25	870	100	30
Chemawa Rd. (Radiant Dr. to Indian Sch. Rd.)	1979	0.50	4200	170	40	380	5	40	1000	35	40	310	30	40
	1995	0.50	13600	550	40	1230	100	40	1000	35	40	1230	100	40
Lockhaven Dr. (Verda Ln. to M^c^Leod Ln.)	1979	0.70	1300	70	35	130	14	35	1000	20	35	130	14	35
	1995	0.70	3000	160	35	300	30	35	1000	20	35	300	30	35
Harmony Dr. (Mcleod Ln. to Chemawa Rd.)	1979	0.15	1900	90	30	190	20	30	900	18	25	190	20	30
	1995	0.15	5000	210	25	500	40	25	900	18	25	500	40	25

Abbreviations: PTH = Peak Truck Hour; Vol. = Traffic Volume (veh/day or veh/hr-two way)

T = Truck Volume (trucks/day or trucks/hr-two way)

SP = Speed of Vehicles (average two way)

LOS = Level of Service

ATTACHMENT D

EIS TRAFFIC DATA

URBAN STUDIES UNIT

Date: 21 Jun 79
Analyst: Hinges
Ckd. By: Makin

Project McLeod Ln. - OERR. Location Salem

Alternative Build Alternate 1&2 (79 = w/o Parkway) (95 = w/ Parkway)

SECTION	YEAR	DIST.	AVERAGE DAY			PEAK HOUR			LOS "C" HOURLY DATA			PTH		
			Vol.	T	SP	Vol.	T	SP	Vol.	T	SP	Vol.	T	SP
Chemawa Rd. (Verda Ln. to Harmony Dr.)	1979	0.70	1800	60	30	150	3	30	1100	18	25	135	10	30
	1995	0.70	4500	140	30	390	6	30	1100	18	25	340	25	30
Chemawa Rd. (Harmony Dr. to Radiant Dr.)	1979	0.25	1500	50	30	135	3	30	1100	18	25	110	12	30
	1995	0.25	4100	140	30	370	8	30	1100	18	25	310	25	30
Chemawa Rd. (Radiant Dr. to Indian Sch. Rd.)	1979	0.50	4200	170	40	380	5	40	2500	35	40	310	30	40
	1995	0.50	13600	550	40	1230	100	40	2500	35	40	1230	100	40
Lockhaven Dr. (Verda Ln. to McLeod Ln.)	1979	0.70	2400	120	35	240	25	35	1200	20	35	240	25	35
	1995	0.70	7200	390	35	720	80	35	1200	20	35	720	80	35
Harmony Dr. (McLeod Ln. to Chemawa Rd.)	1979	0.15	300	15	30	30	3	30	1100	18	25	30	3	30
	1995	0.15	400	20	30	40	5	30	1100	18	25	40	5	30

Abbreviations: PTH = Peak Truck Hour; Vol. = Traffic Volume (veh/day or veh/hr-two way)

T = Truck Volume (trucks/day or trucks/hr-two way)

SP = Speed of Vehicles (average two way)

LOS = Level of Service

ATTACHMENT D (con't.)

EIS TRAFFIC DATA

URBAN STUDIES UNIT

Date: 21Jun79
Analyst: Hinges
Ckd. By: Makin

Project McLeod Ln. - OERR.
Location Salem

Alternative Build Alternate 1 & 2 (79 = W/O Parkway) (95 = W Parkway)

SECTION	YEAR	DIST.	AVERAGE DAY			PEAK HOUR			LOS "C" HOURLY DATA			PTH		
			Vol.	T	SP	Vol.	T	SP	Vol.	T	SP	Vol.	T	SP
Lockhaven Ext. (McLeod Ln. to Chemawa-Ridge)	1979	0.23	2700	130	35	270	25	35	1200	20	35	270	25	35
	1995	0.23	8000	360	35	800	70	35	1200	20	35	800	70	35

Abbreviations: PTH = Peak Truck Hour; Vol. = Traffic Volume (veh/day or veh/hr-two way)

T = Truck Volume (trucks/day or trucks/hr-two way)

SP = Speed of Vehicles (average two way)

LOS = Level of Service

ATTACHMENT E

EIS TRAFFIC DATA

URBAN STUDIES UNIT

Date: 21 Jun 79
Analyst: Hinges
Ckd. By: Makin

Project McLeod Ln. -OERR. Location Salem

Alternative Build Alternate 3 (79 = w/o Parkway) (95 = w Parkway)

			AVERAGE DAY			PEAK HOUR			LOS "C" HOURLY DATA			PTH		
SECTION	YEAR	DIST.	Vol.	T	SP	Vol.	T	SP	Vol.	T	SP	Vol.	T	SP
Chemawa Rd. (Verda Ln. to Harmony Dr.)	1979	0.70	1900	60	30	160	4	30	2500	25	30	140	10	30
	1995	0.70	5400	170	30	460	10	30	2500	25	30	400	30	30
Chemawa Rd. (Harmony Dr. to Radiant Dr.)	1979	0.25	4100	140	35	360	8	35	2500	35	35	300	30	35
	1995	0.25	12000	500	35	1080	85	35	2500	35	35	870	100	35
Chemawa Rd. (Radiant Dr. to Indian Sch. Rd.)	1979	0.50	4200	170	40	380	5	40	2500	35	40	310	30	40
	1995	0.50	13600	550	40	1230	100	40	2500	35	40	1230	100	40
Lockhaven Dr. (Verda Ln. to McLeod Ln.)	1979	0.70	2300	120	35	230	25	35	1200	20	35	230	25	35
	1995	0.70	6300	330	35	630	65	35	1200	20	35	630	55	35
Harmony Dr. (McLeod Ln. to Chemawa Rd.)	1979	0.15	2900	140	30	290	30	30	1200	20	35	290	30	30
	1995	0.15	7400	310	30	740	60	30	1200	20	35	740	60	30

Abbreviations: PTH = Peak Truck Hour; Vol. = Traffic Volume (veh/day or veh/hr-two way)

T = Truck Volume (trucks/day or trucks/hr-two way)

SP = Speed of Vehicles (average two way)

LOS = Level of Service

ATTACHMENT F

EIS TRAFFIC DATA

URBAN STUDIES UNIT

Average Hourly Percentage of Daily Traffic

	Time	Hourly Percentage
AM	12:00 - 1:00	1.0
	1:00 - 2:00	0.8
	2:00 - 3:00	0.7
	3:00 - 4:00	0.8
	4:00 - 5:00	0.9
	5:00 - 6:00	1.2
	6:00 - 7:00	1.6
	7:00 - 8:00	8.2
	8:00 - 9:00	7.5
	9:00 - 10:00	4.2
	10:00 - 11:00	4.7
	11:00 - 12:00	4.2
PM	12:00 - 1:00	5.7
	1:00 - 2:00	4.5
	2:00 - 3:00	5.7
	3:00 - 4:00	7.7
	4:00 - 5:00	8.8
	5:00 - 6:00	8.8
	6:00 - 7:00	6.8
	7:00 - 8:00	5.8
	8:00 - 9:00	4.0
	9:00 - 10:00	2.9
	10:00 - 11:00	2.0
	11:00 - 12:00	1.5
		100.0

OREGON DEPARTMENT OF TRANSPORTATION
Planning Section
Plan Development Branch

Traffic Analyses
Lockhaven Drive Extension, FAUS 1830
McLeod Lane-Ridge Drive
Salem, Oregon

I. INTRODUCTION

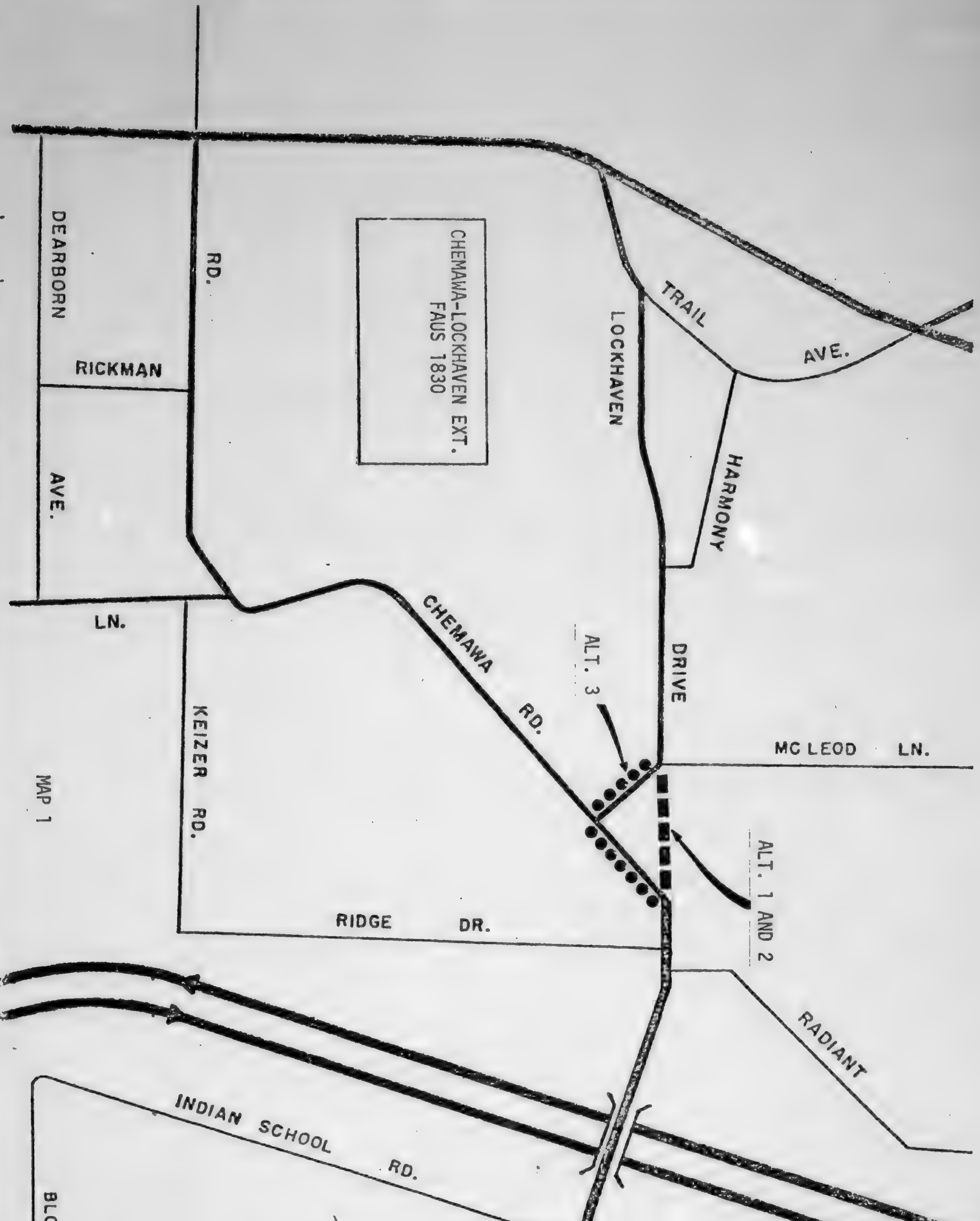
Federal-aid Urban System (FAUS) route 1830 extends from North River Road in Keizer easterly to the Cordon Road. It presently traverses Lockhaven Drive, Harmony Drive, Chemawa Road and Hazel Green Road and has been designated a principal arterial by the Salem Area Transportation Study. The proposed project would improve the connection between Lockhaven Drive and Chemawa Road.

Three "Build" alternatives as well as the "No Build" option are under consideration by the Marion County Department of Public Works (Map 1). Alternatives 1 and 2 would connect Lockhaven Drive and Chemawa Road on new alignment. Alternative 3 would widen the existing route along Harmony Drive and Chemawa Road.

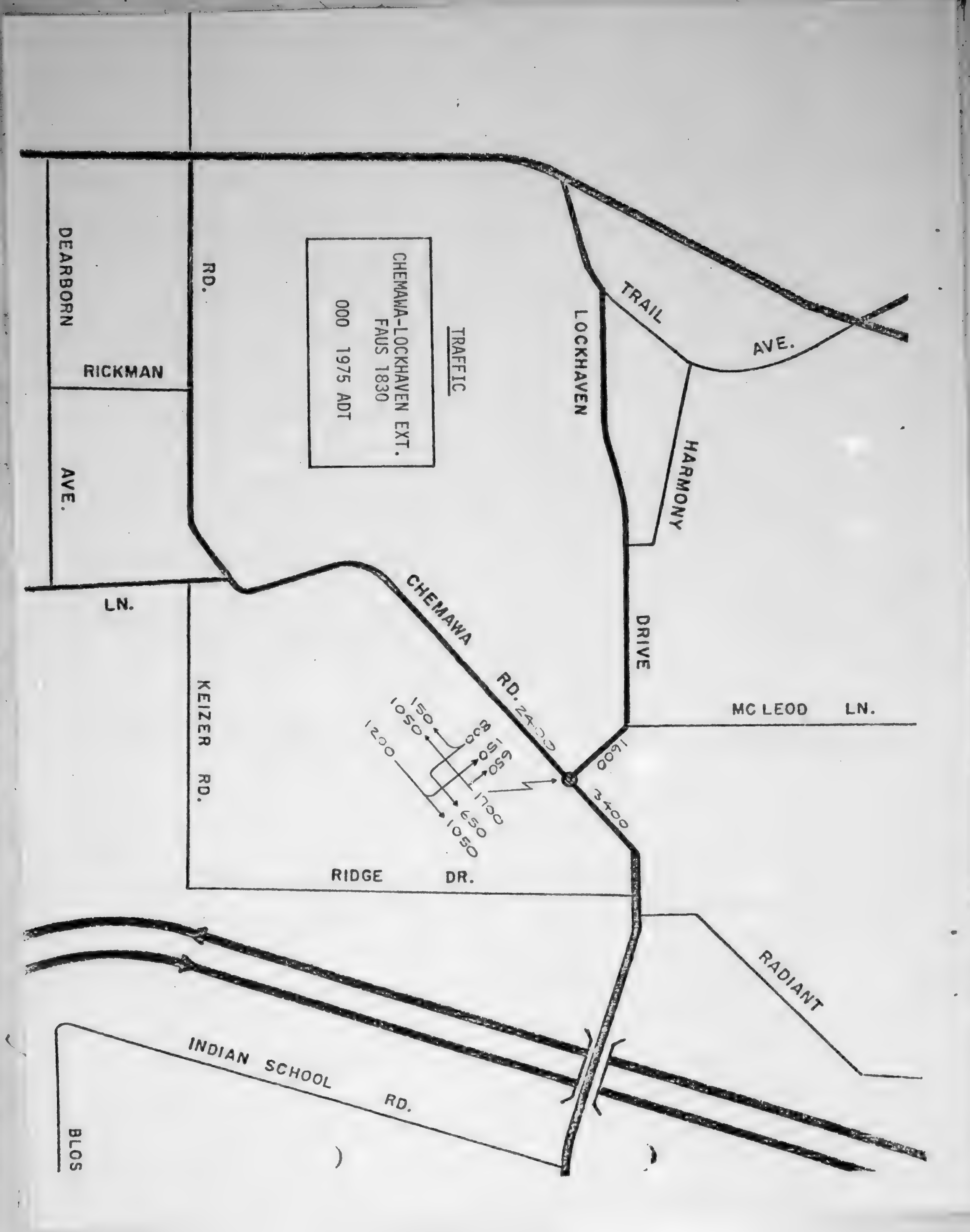
II. EXISTING TRAFFIC CONDITIONS

A manual traffic count taken in February 1975 at the intersection of Chemawa Road and Harmony Drive indicated the following average daily traffic (ADT) volumes (See Map 2):

Chemawa Road, northeast leg - 3,400 ADT
Chemawa Road, southwest leg - 2,400 ADT
Harmony Drive, northwest leg - 1,600 ADT


CHEMAWA-LOCKHAVEN EXT.
FAUS 1830
DEARBORN
AVE.
RICKMAN
RD.
LN.
KEIZER
RD.
CHEMAWA
RD.
LOCKHAVEN
DRIVE
TRAIL
AVE.
HARMONY
MC LEOD
LN.
ALT. 3
ALT. 1 AND 2
RIDGE
DR.
RADIANT
INDIAN SCHOOL
RD.
BLOS

MAP 1



TRAFFIC

CHEMAWA-LOCKHAVEN EXT.
FAUS 1830
000 1975 ADT

DEARBORN
AVE.
RICKMAN
RD.
LN.
KEIZER
RD.
CHEMAWA
RD.
LOCKHAVEN
DRIVE
TRAIL
AVE.
HARMONY
MC LEOD LN.
RIDGE DR.
RADIANT
INDIAN SCHOOL
RD.
BLOS
2400
1600
3400
150
1050
1200
800
150
650
1700
650
1050

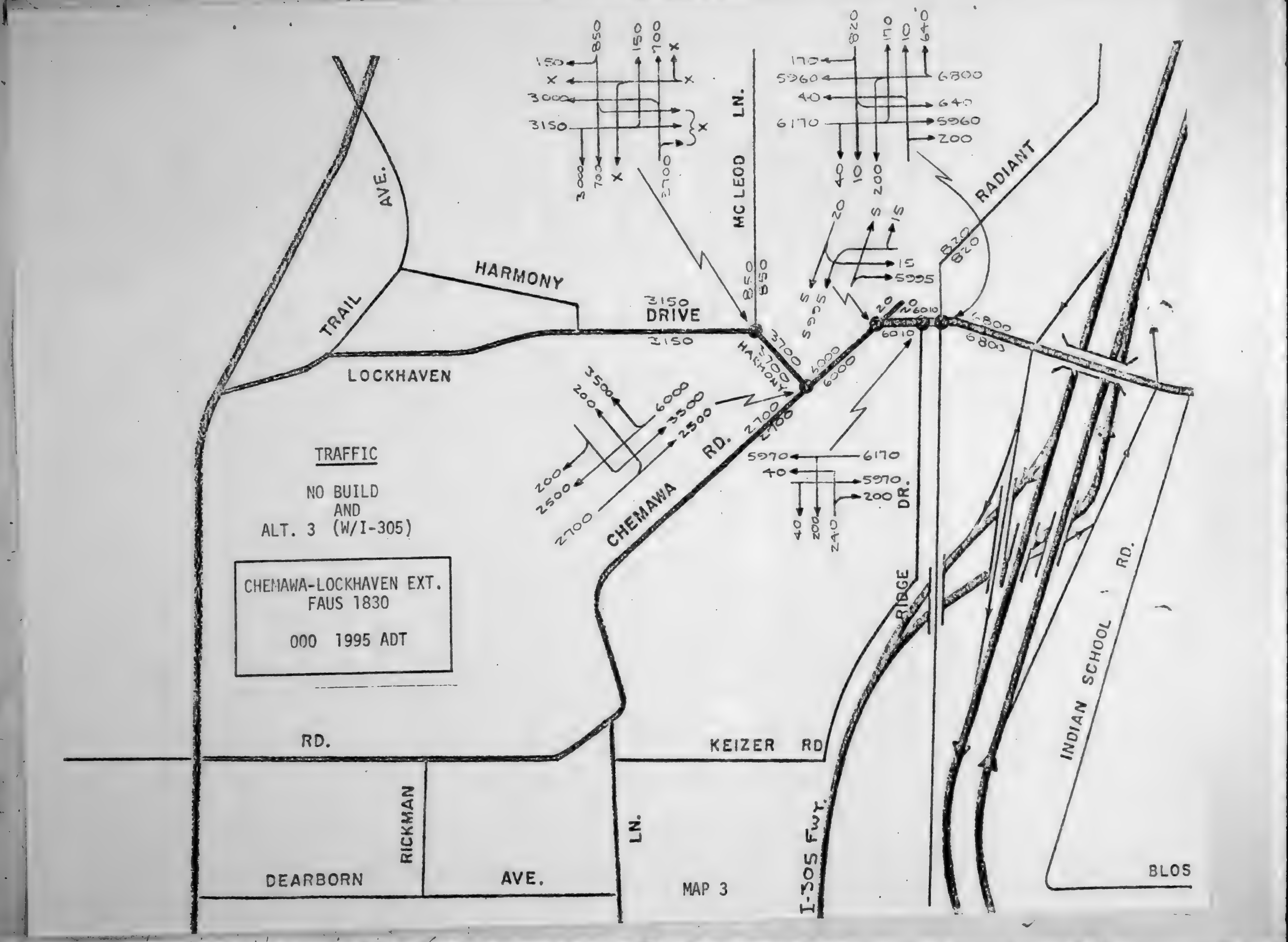
About 1,300 ADT of the 1,600 ADT on Harmony Drive desire to travel to and from the northeast leg of Chemawa Road. In the left turn from Harmony Drive to Chemawa Road, the count was 650 ADT. The morning peak hour volume for this movement is 75 vehicles per hour (vph). This indicates a high traffic demand for travel between north Keizer and areas to the east. Based on a computer analysis of trip origins and destinations, about 50 percent of these 1,300 daily trips travel to and from Lancaster Drive (See Table 1).

TABLE 1

Trip Origin Or Destination	Percent	Estimated 1975 ADT
Lancaster Drive	50	650
Portland Road	20	260
I-5 Freeway (south)	20	260
East of Portland Road	10	130
		1,300

III. FUTURE TRAFFIC ASSIGNMENT

Future year traffic for this project was developed from computer traffic assignments for the Salem Area Transportation Study (SATS). Assignments for 1990 were made to two major street networks: (1) with the I-305 Freeway and (2) without the Freeway. The traffic assignment to the project is estimated to be the same regardless of whether the facility in the I-305 corridor is a freeway or limited access arterial. The remainder of the future street network was that identified in the SATS 1982 Amended Transportation Plan. The 1990 computer assignments were increased by 20 percent to obtain 1995 traffic volumes.


TRAFFIC
NO BUILD
AND
ALT. 3 (W/I-305)
CHEMAWA-LOCKHAVEN EXT.
FAUS 1830
000 1995 ADT
TRAIL
AVE.
HARMONY
LOCKHAVEN
DRIVE
3150
3150
MC LEOD LN.
850
850
HARMONY
3700
3700
CHEMAWA RD.
2700
2700
6000
6000
3500
200
6000
3500
2500
200
2500
2700
5970
6170
40
5970
200
40
200
240
RIDGE DR.
20
6010
6010
RADIANT
820
820
6800
6800
150
850
150
700
X
X
X
3000
3150
3000
700
X
2700
820
170
10
640
170
5960
6800
40
640
6170
5960
200
40
10
200
20
S
15
S
5995
15
5995
KEIZER RD
RD.
RICKMAN
DEARBORN
AVE.
LN.
I-305 FWY.
INDIAN SCHOOL RD.
MAP 3
BLOS

The traffic impact of the I-305 Freeway is significant in the immediate project area. However, justification for or against I-305 should not be based on this project as the I-305 impacts are more widespread and beyond the scope of this analyses.

IV. TRAFFIC ANALYSES, WITH I-305

"No Build"

Map 3 shows the 1995 average daily traffic (ADT) assigned for both the "No Build" option and Alternative 3. With the full interchange provided at Chemawa Road and the I-5 Freeway, traffic on the northeast leg of Chemawa Road will increase more than three times from 3,400 ADT to 12,000 ADT. Traffic on Harmony Drive will increase more than four times to 7,400 ADT.

With these large increases in traffic, considerable problems can be expected at the intersection of Harmony Drive and Chemawa Road. The left turn movement from Harmony Drive to Chemawa Road is expected to increase more than five times, from 650 ADT to 3,500 ADT. Without any improvements, this heavy movement will result in back-ups on Harmony Drive, possibly affecting the intersection of McLeod Lane and Lockhaven Drive. This movement will replace the through movement on Chemawa Road as having the heaviest traffic flow. This can be attributed in part to continued growth in north Keizer and more to increased access at the Chemawa Road interchange complex. North Keizer residents (e.g., Wilark Park) will have improved access to downtown Salem via I-305, improved access to east and south Salem via the I-5 Freeway, and improved access to the Willamette Valley via I-5. The origins and destinations of these trips arelisted in Table 2.

TABLE 2

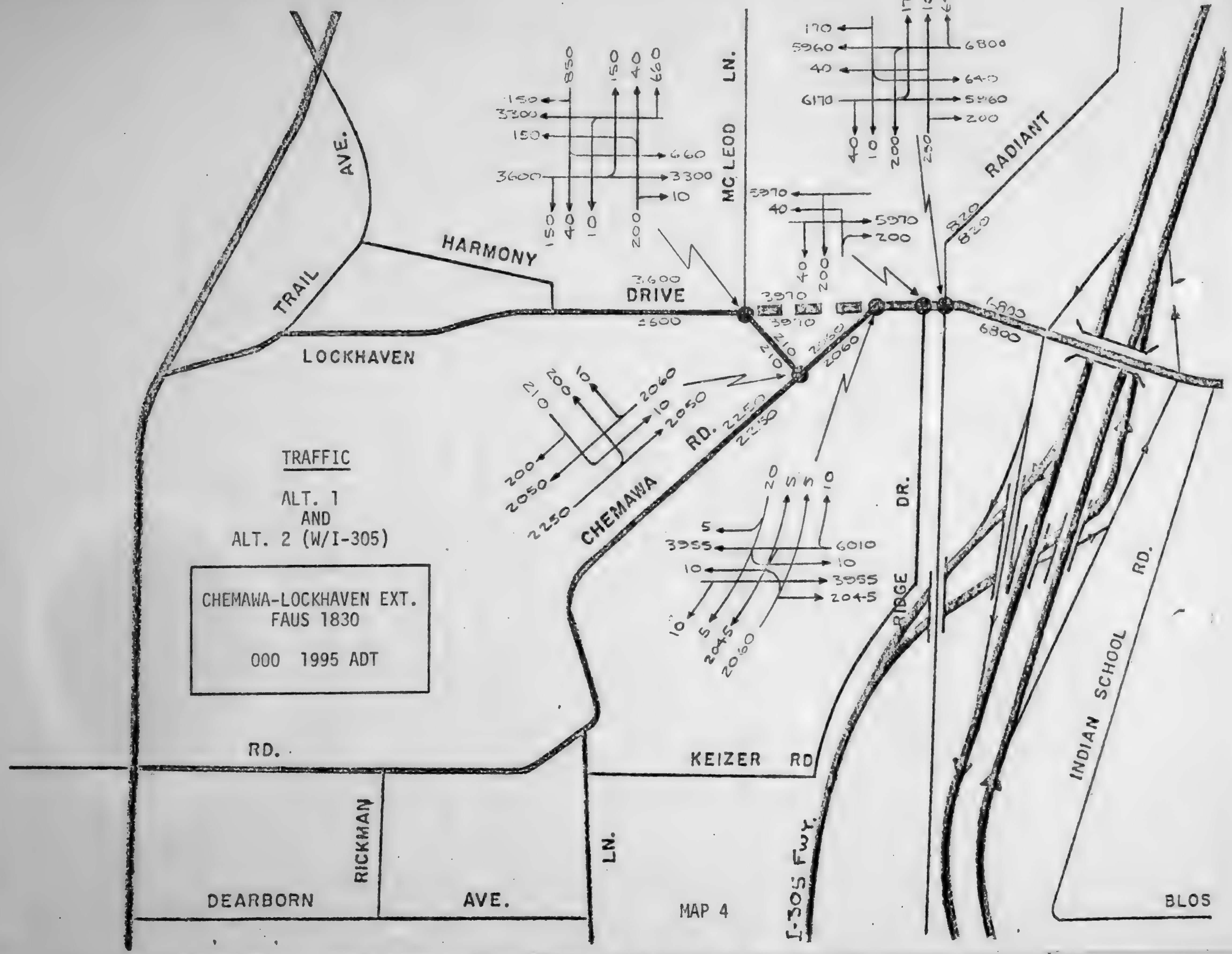
Trip Origin Or Destination	Percent	Estimated 1975 ADT
I-5 Freeway, south of Hayesville	33	2,310
North Portland Road	27	1,890
Lancaster Drive	18	1,260
I-305	9	630
East of North Portland Road	9	630
I-5 Freeway, North of Chemawa Road	4	280
	100	7,000

Under the "No Build" option and assuming completion of the Chemawa Road/I-5 Interchange complex, increased traffic congestion and decreased air quality can be expected. In addition, slow moving and stopped vehicles on Harmony Drive and Chemawa Road will be consuming more fuel. Potential for rear end accidents on Chemawa Road will be high.

Alternatives 1 and 2

Traffic volumes for these two alternatives will be the same in 1995. By improving the alignment between Lockhaven Drive and Chemawa Road as shown on Map 4, traffic flow and operation in this area will improve. A signal will be required at the intersection of Chemawa Road and Lockhaven Drive. With nearly 8,000 ADT projected for the new alignment, a two lane facility with a left turning lane at McLeod Lane and additional approach lane at Chemawa Road will be needed for stable traffic operation.

Chemawa Road east of Ridge Drive is presently designed as a four lane facility. This design will mesh well with the proposed new alignment and provide the needed capacity.



TRAFFIC

ALT. 1
AND
ALT. 2 (W/I-305)

CHEMAWA-LOCKHAVEN EXT.
FAUS 1830

000 1995 ADT

MAP 4

BLOS

TRAIL
AVE.
HARMONY
DRIVE
LOCKHAVEN
MC LEOD LN.
RADIANT
CHEMAWA
RD.
RIDGE
DR.
KEIZER RD
RD.
RICKMAN
DEARBORN
AVE.
LN.
I-305 FWY.
INDIAN SCHOOL RD.
3600
3600
3970
3970
210
210
2060
2060
2250
2250
6800
6800
820
820
850
150
40
660
150
3300
150
3600
660
3300
10
150
40
10
200
3970
40
5970
200
40
200
170
10
640
6800
170
5960
40
640
6170
5960
200
40
10
200
250
210
200
10
2060
10
2050
200
2050
2250
20
5
5
10
5
6010
3955
10
10
3955
2045
10
5
2045
2060

The proposed alignment will also reduce slightly travel time and distance over the existing routing and "No Build" option. This will result in a slight reduction in travel cost to the motorist and slight improvement in air quality over the "No Build".

Traffic increase of about 900 ADT can be expected, however, on Lockhaven Drive over the "No Build" because of the improved alignment. At the same time, there will be a similar decrease on Chemawa Road. More vehicles with destinations along North River Road south of Chemawa Road will use Lockhaven Drive instead of Chemawa Road.

Alternative 3

Future traffic for this alternative is shown on Map 3. Projected traffic would require extension of the present four lanes on Chemawa Road to the Harmony Drive intersection. One of the two northeast approach lanes on Chemawa Road would become a forced right turn lane. The southwest approach on Chemawa Road would require widening to two lanes. The northwest approach of Harmony Drive would require two lanes--one left turn and one optional left or right turn lane. A signal would also be required to maintain a stable traffic flow.

With these improvements, traffic operation would be considerably improved over the "No Build" option. Travel time for the motorist would be reduced. However, when compared to Alternatives 1 and 2, there would be an increase in both travel distance (slight) and travel time. The percent increase in travel time will be more than the increase in travel distance as speeds over the section will be slower due to the two 45-degree turns and one 90-degree turn.

V. TRAFFIC ANALYSES, WITHOUT I-305

"No Build"

Map 5 shows the 1995 traffic expected in the project area without completion of the Chemawa Road/I-5 Freeway Interchange complex and a facility in the I-305 Corridor. Without this interchange complex, traffic over the next 20 years will double on Chemawa Road and about triple on Harmony Drive. Even without the interchange complex, this increase in traffic will result in traffic problems and periods of congestion along Harmony Drive at its "T" intersection with Chemawa Road. The left turn move from Harmony Drive to Chemawa Road will increase more than the through movement on Chemawa Road because of the continued residential development in the north Keizer and Whiteaker Junior High School areas. The origins and destinations of this turning traffic are shown in Table 3.

TABLE 3

Trip Origins And Destinations	Percent	Estimated 1980 ADT
Lancaster Drive	50	2,010
East of North Portland Road	20	800
I-5, South of Hayesville	15	605
North Portland Road	15	605
	100	4,020

The heavy left turn move from Harmony Drive will result in backups and delays on this road. The heavy right turn movement from Chemawa Road to Harmony Drive will create slowdowns on Chemawa Road. The potential for rear-end collisions will be high as through traffic on Chemawa Road turning the corner west of Ridge Drive will encounter vehicles slowing down to negotiate the tight, 90-degree turn onto Harmony Drive.

Alternatives 1 and 2

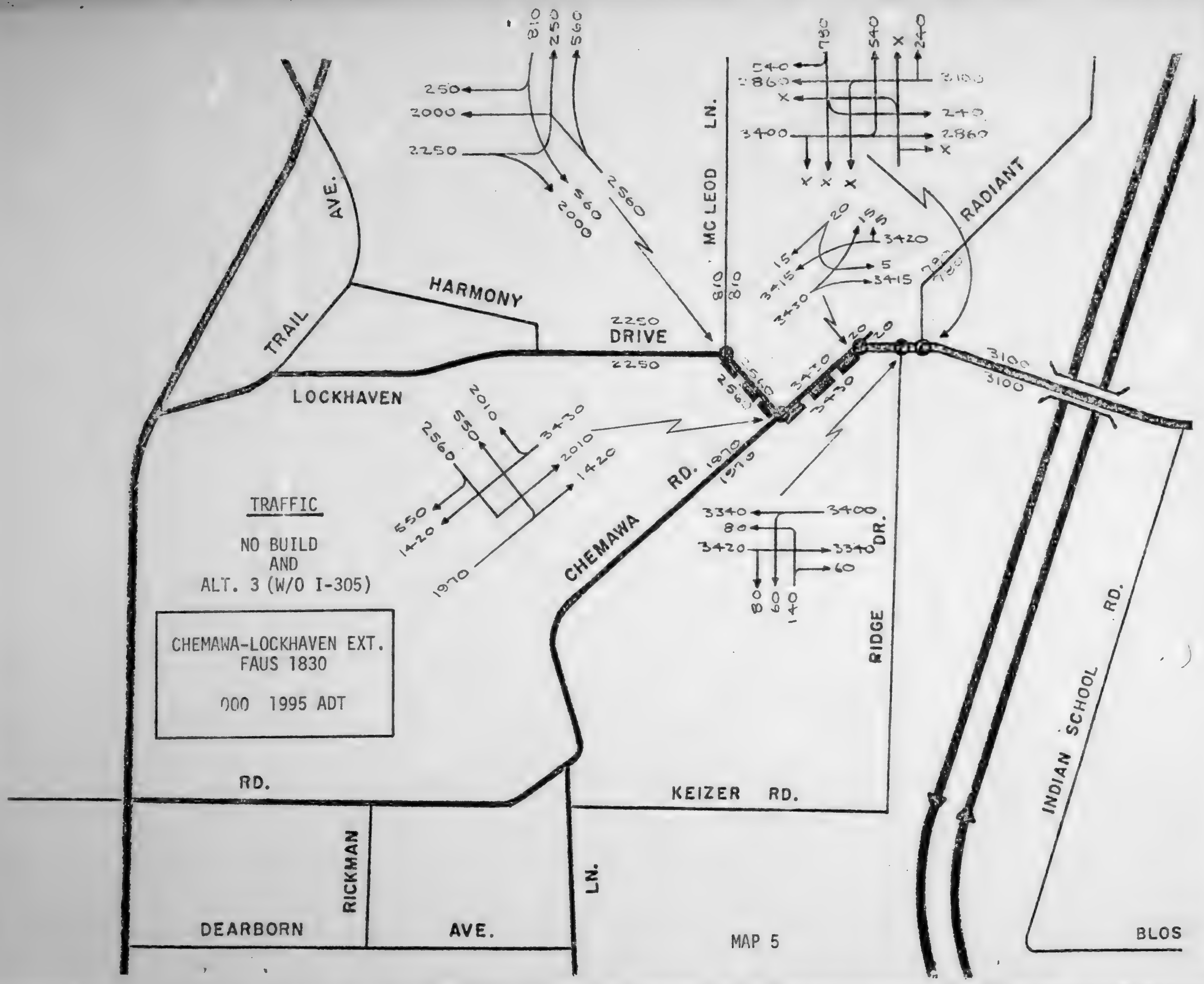
Future traffic for these alternatives are shown on Map 6. Without the interchange complex, traffic from 1975 to 1995 will about double on Chemawa Road west of Ridge Drive to 6,800 ADT. About 4,700 ADT is projected for the new alignment of Lockhaven. Because of the new alignment, about 700 more ADT will use Lockhaven Drive than under the "No Build" option. There will be a 700 ADT decrease on Chemawa Road.

With the same design described in the previous analysis on Alternatives 1 and 2, the traffic operation over this section will be improved greatly over the "No Build" option. There will be no problems of traffic congestion or delays for the projected 1995 traffic. Travel time and cost for the motorist will decrease. Vehicle and pedestrian safety will be improved over the "No Build".

Alternative 3

Future traffic for this alternative is shown on Map 5. The projected traffic would not require a full four lanes between Harmony Drive and Ridge Drive. The traffic projections would require, however, widening of the northeast approach of Chemawa Road to two lanes--one right turn lane, one through lane. The southwest approach would require widening to two lanes--one left turn, one through lane. Harmony Drive would require two lanes on its approach to Chemawa Road--one for left turning vehicles, one for right turning vehicles. A signal would be needed.

These improvements would improve the traffic flow and operation at this intersection. Capacity would be more than adequate. The high potential for accidents would be reduced by separating through and right turn vehicles from the northeast approach of Chemawa Road.



TRAFFIC

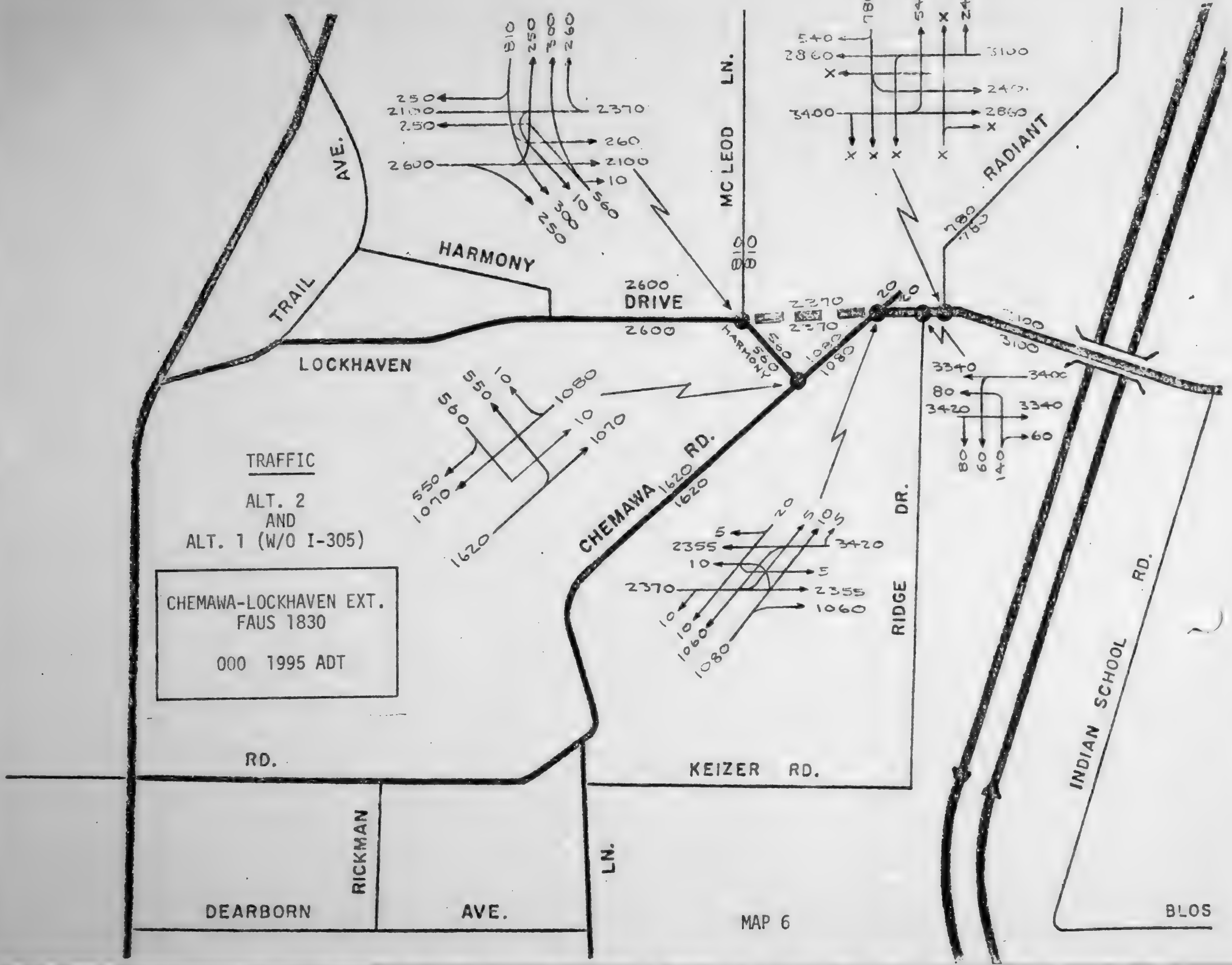
NO BUILD
AND
ALT. 3 (W/O I-305)

CHEMAWA-LOCKHAVEN EXT.
FAUS 1830

000 1995 ADT

MAP 5

TRAIL
AVE.
HARMONY
LOCKHAVEN
DRIVE
MC LEOD
LN.
RADIANT
CHEMAWA
RD.
RIDGE
DR.
KEIZER RD.
RD.
RICKMAN
DEARBORN
AVE.
LN.
INDIAN SCHOOL
RD.
BLOS
810
250
560
250
2000
2250
560
2000
2560
2250
2250
810
810
780
540
X
240
540
2860
X
3400
3100
240
2860
X
X
X
X
20
15
5
3420
15
3415
5
3430
3415
780
780
2010
550
2560
3430
2010
1420
550
1420
1970
2560
2560
3430
3430
20
20
1970
1970
3100
3100
3340
3400
80
3420
3340
60
80
60
140


TRAIL
AVE.
HARMONY
LOCKHAVEN
DRIVE
2600
2600
MC LEOD LN.
810
810
HARMONY
560
560
2370
2370
1080
1080
20
20
RADIANT
780
780
3100
3100
CHEMAWA RD.
1620
1620
RIDGE DR.
KEIZER RD.
INDIAN SCHOOL RD.
RD.
LN.
RICKMAN
DEARBORN
AVE.
BLOS
810
250
300
260
250
2100
250
2370
260
2600
2100
10
250
300
10
560
1080
10
560
550
10
1070
550
1070
1620
780
540
X
240
540
2860
X
3100
240
3400
2860
X
X
X
X
X
20
5
105
5
2355
3420
10
5
2370
2355
1060
10
10
1060
1080
3340
3400
80
3340
3420
60
80
60
140

TRAFFIC

ALT. 2
AND
ALT. 1 (W/O I-305)

CHEMAWA-LOCKHAVEN EXT.
FAUS 1830

000 1995 ADT

MAP 6

VI. SUMMARY

Traffic growth in the project area over the next 20 years will about double without the interchange complex and nearly quadruple with the interchange complex. In either case, under the "No Build" option, traffic flow and operation will become unstable at the intersection of Harmony Drive and Chemawa Road. Periods of backups and delays can be expected, primarily on Harmony Drive. The potential for rear-end collisions and other accidents on the existing narrow two-lane roadway will increase as traffic increases.

All of the "Build" alternatives (1, 2 and 3) will provide adequate capacity for projected 1995 traffic. Travel time and operating costs for the motorists should be slightly higher for Alternative 3 because of the out-of-direction routing and three curves to negotiate. Fuel consumption will be less for the "Build" alternatives because much of the traffic backups and delays will have been eliminated.

Jack Sullivan
4-6-76

APPENDIX B

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Sally Reagan, Coordinator Ph: 378-3732

RECEIVED
Dec 17 1974
MARION COUNTY ENGINEE

ACKNOWLEDGEMENT OF NOTICE OF INTENT

APPLICANT: Marion County

PROJECT TITLE: Chemawa - Lockhaven Drive Extension

DATE: December 17, 1974

PNRS #: 7412 2 270

Your Notice of Intent has been assigned the file title and number that appear above. Use this reference in all future correspondence regarding this project.

Initial 30-day State Clearinghouse review began on the above date. We will respond immediately if reviews are received earlier.

If you have questions or need assistance, contact the State Clearinghouse at the above address and telephone number.

FORESTRY DEPARTMENT

OFFICE OF STATE FORESTER

2600 STATE STREET • SALEM, OREGON • 97310 • Phone 378-2560

December 23, 1974

Mr. Allin Axford
Department of Public Works
Marion County Courthouse
Salem, Oregon 97301

Dear Allin:

The McLeod Lane-Oregon Electric Railroad Section, Chemawa Road FAU 1237 does not affect this Department's programs.

Thank you for the opportunity to review your proposed project.

Sincerely,

J. E. SCHROEDER
State Forester

By Philip D. Brogan
Philip D. Brogan
Management Analyst

PDB:nep

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Marion County

PROJECT TITLE: Chemawa - Lockhaven Drive Extension

DATE: January 7, 1975

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7412 2 270

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the Federal Agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

ROOM 305 ★ CIVIC CENTER, 555 LIBERTY STREET S.E., SALEM, OREGON 97301
TELEPHONE (503) 588-6177 W. J. KVARSTEN, *Director*

MARION CO

January 7, 1975

Mr. Allin Axford
Department of Public Works
County of Marion
Courthouse
Salem, Oregon 97301

Dear Mr. Axford:

SUBJECT: A-95 Review - CHEMAWA - LOCKHAVEN DRIVE EXTENSION

The Council of Governments has completed its review of the subject project.

Your Notice of Intent was referred to the appropriate agencies for your review. The comments of the following are attached:

Mr. Bruce Phelps, Transportation Coordinator,
Council of Governments

The comments received indicate that the Project is consistent with comprehensive planning for the area. We are therefore pleased to add our approval.

A copy of this letter and the attached comments should be included with your application to the Federal Agency as evidence of compliance with O.M.B. Circular A-95.

Very truly yours,

W Kvarsten

W. J. Kvarsten
Director

HOCKIN/cs

Enclosures

cc: Ms. Leslie Lehmann, State Clearinghouse, 240 Cottage Street S.E.,
Salem, Oregon 97301

MEMBER AGENCIES:
State of Oregon. **COUNTIES:** Marion, Polk, Yamhill. **CITIES:** Amity, Aumsville, Carlton, Dallas, Dayton, Hubbard, Independence, Jefferson, Lafayette, McMinnville, Monmouth, Mt. Angel, Salem, Sheridan, Silverton, Stayton, Turner, Willamina, Woodburn. **SPECIAL DISTRICTS:** Marion, Polk, Yamhill I.E.D.'s, Marion, Polk, Yamhill Soil & Water Conservation Districts, Marion County Fire District #1, Salem Public Schools

MEMORANDUM

TO: Jim Hockin

FROM: Bruce Phelps

SUBJECT: A-95 Review, Chemawa-Lockhaven Drive Extension

DATE: December 23, 1974

The proposed preliminary engineering study should aid in identifying the consequences of the various alternatives for improving the connection between Lockhaven and Chemawa, and we strongly support its funding.

BP/cah

REC'D 14 30/ '4

DIVISION OF STATE LANDS

OFFICE OF THE DIRECTOR

Waterway Management
Phone 378-3064

502 WINTER STREET NE. • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE
LAND BOARD
TOM McCALL
Governor
CLAY MYERS
Secretary of State
JAMES A. REDDEN
State Treasurer
WILLIAM S. COX
Director

RECEIVED
MARION COUNTY ENGINEER

December 24, 1974

Mr. Allin Axford
Department of Public Works
County of Marion
Courthouse
Salem, OR 97301

Dear Mr. Axford:

Thank you for informing us of plans to realign Chemawa Road in the McLeod Lane - Oregon Electric Railroad Section.

The only interest the Division of State Lands would have in the project would be in the application of the removal/fill law, the statute requiring a permit to move, remove, or fill 50 cubic yards or more of material in any waterway of the state. Since no waterways appear to be involved, we will have no comment.

Please call us if you have any questions.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Manager, Professional
Services Section and
Removal Permit Coordinator

AN EQUAL OPPORTUNITY EMPLOYER

EXECUTIVE DEPARTMENT

INTERGOVERNMENTAL RELATIONS DIVISION

[redacted]

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

STAFFORD HANSELL
Director

RECEIVED
MAR 21 1975
MARION COUNTY ENGINEER

March 19, 1975

Mr. Dean Nebergall
Marion County
Marion County Courthouse
Salem, Oregon 97301

Dear Mr. Nebergall:

Re: Chemawa-Lockhaven Drive Extension
PNRS # 7412 2 270

The State Clearinghouse has received additional comments on the Chemawa-Lockhaven Drive Extension project.

The State Department of Environmental Quality (1234 S.W. Morrison Street, Portland, Oregon, 97205; 229-5696) has requested more information on your proposal. Please keep DEQ informed as your program is developed.

A copy of this letter should be forwarded to the Federal funding agency as required by OMB A-95.

Sincerely,

William H. Young
Administrator

WHY:lh

Allen - please comply with the above
send copy to Bruce & John

JOHN A. ANDERSON, P.E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

NATIONAL ASSOCIATION NACE COUNTY ENGINEERS

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301
(503) 588-5036

THEODORE KUENZI
ASST. DIR. OF PUBLIC WORKS
AND ASST. COUNTY ENGINEER

GLENN ROBERTSON
HIGHWAY SUPERINTENDENT

JEAN K. JAKOLA
ADMINISTRATIVE ASSISTANT

JERRY CONNOR
SOLID WASTE MANAGER

DONNA LAKIN
ADMINISTRATIVE ASSISTANT

March 26, 1975

The Department of
Environmental Quality
1234 SW Morrison Street
Portland, Oregon 97205

Gentlemen:

This is in response to your request to the Intergovernmental Relations Division concerning Chemawa-Lockhaven Drive Extension FAU Project, PNRS #7412 2 270, desiring more information. A copy of the letter circulated to local addressees on the OSHD Region 2 list of interested parties is enclosed.

Shortly after circularization of the above, events indicated a postponement of further contacts with the interested parties list, pending agreement on the scope of the project. To expedite your request, we are sending you a copy of the Project Environmental Assessment submitted to the Environmental Section of ODOT. Although the statement infers a project complete through construction, the immediate objective is preparation of Preliminary Engineering and a Draft Environmental Impact Statement. Marion County, Mid-Willamette Valley Council of Governments, OSHD, and ODOT are all expected to contribute to the effort.

Pending finalizing of program and signing of agreement(s), this is the extent of the information available. Your comments are welcomed during preparation of the proposed D.E.I.S.

Very truly yours,

Allin Axford

Allin Axford
Department of Public Works

AA:mm
Attachments

cc: Dean Nebergall, Dept. of Public Works
John A. Anderson, Director of Marion County Dept. of Public Works
Phil Stearns, ODOT-OSHD Federal Aid Engineer - R/W Branch
Richard Unrein, ODOT County-City Engineer - Planning Branch
Bruce Phelps, COG Transportation Coordinator
William Young, Intergovernmental Relations Division
Paul Riedl, FHWA

APPENDIX C

PUBLIC MEETINGS

LOCKHAVEN DRIVE EXTENSION
PUBLIC INFORMATION MEETING
MEETING MINUTES

Tuesday, April 13, 1976, 8:30 p.m.
Whitaker Jr. High School, Room 151-154, Salem, Oregon

STAFF ATTENDANCE

Allin Axford, Bob Jurica and Patti Ladd.

OPENING STATEMENTS

Jurica: This is not a public hearing, it is a public information meeting. We will present the alternatives proposed by the Department of Public Works for the Lockhaven Extension, review them with you and receive any comments you have at this time. We also wish to sign up people for this project's Citizens Advisory Committee.

PRESENTATION

Axford: I wish to communicate some of the information that has been evaluated relative to putting together a draft environmental impact statement. The impact statement determines what effect the activities involved in the Lockhaven Extension will have on the environment. The Department of Public Works has not found anything particularly wrong.

Part of the procedure in the Federal aide urban system is to appoint a Citizens Advisory Committee. The main purpose is to bring up matters the engineers overlook. This committee is governed by the State of Oregon Action Plan. Their duties include: 1) identify special problems, 2) assist in identifying sensitive areas, 3) define important local public attitudes and concerns, 4) suggest improvements in public information and feed-back programs, 5) suggest additional ways of involving the general public in the reconnaissance study, 6) assist the Interdisciplinary Team in its contact with affected groups and individuals (the ID Team consists of engineers, economists, etc., any one who has input into the project; any Federally funded project has to have an ID Team and Citizens Advisory Committee) and 7) advise in the development of alternate highway corridors during the reconnaissance phase.

The Salem Area Transportation Study (SATS) developed the idea that a link should be put through extending Lockhaven Drive to connect with Chemawa Road in the vicinity of the railroad crossing.

The three alternatives proposed were discussed. The schedule of activities were 1) a Citizens Project Advisory Committee is set up, 2) preliminary designs are made on the alternatives, 3) a draft environmental impact statement is made and forwarded to the State Highway Division who will review the draft statement and make their own environmental impact statement, and 4) the final design is made. There would be a design hearing if required and a public hearing would be held on the draft environmental impact statement.

QUESTION AND ANSWER PERIOD

Question: Does the County have 60 feet of right-of-way on Harmony Drive? I am doubtful and think it may be only 40 feet.

Axford: The maps show the right-of-way as 60 feet; however, we will confirm and notify proper parties to eliminate any possible error on the records.

When the SATS study was developed, they proposed that in 1982 there would be a 120 foot wide "Lockhaven Boulevard" to run from River Road and connect at the overpass. When the State put in the overpass, they asked the Marion County Commissioners if they would provide a 4-lane road through the vicinity. The Commissioners stated the 4-lane road would be put in if there was a developed intersection and they had the money to do so. The State has put in the 4-lane overpass only.

Question: How do you handle the intersection on Chemawa Road and what will be the extension of Lockhaven?

Axford: That will be a design problem. It will have to have some signal controls. We have to get in and find out the details and work around them.

Question: How close can you come to a house or a driveway?

Axford: Approximately 20 feet from a building and closer to a driveway. A person's house has to be bought if they are required to move but you can negotiate with them to go closer if they wish not to move. Law suits can be brought but we try to avoid this type of problem.

Question: What if somebody does not want to sell their property?

Axford: We have the right of eminent domain. We would rather avoid this.

Question: Is there any alternative?

Axford: There is a no build, do nothing alternative. At the end of the preliminary engineering study (EIS) if we feel it is not a feasible project and the people in the area don't want it, we will have to write up good and compelling reasons why the project should be abandoned.

Question: What is the primary urgency; what area are you trying to alleviate, Chemawa or what?

Axford: The State Highway Planning Department states "is presently traverses Harmony Drive, Lockhaven Drive, Chemawa Road and Hazel Green Road and has been designated a principal arterial by SATS. The proposed project would improve the connection between Lockhaven Drive and Chemawa Road." Priorities having urgency is another matter. SATS has been going on since 1970. This was studied last July and in August, 1975 the Coordinating Committee approved this extension for a preliminary engineering study.

Question: Wouldn't tapering a 4-lane into a 2-lane at about McCloud Road extend the bottleneck we already have?

Axford: It would be a modified Y. It's hard to estimate how it will be designed. The State Highway will do the designing.

Question: I have heard that right-of-way is being purchased to extend Lockhaven all the way from the railroad tracks to Windsor Island Road making it a major arterial. Is this true and if so, when will it be implemented?

Axford: What your talking about is Olson Road and the right-of-way has been purchased for a long time.

Question: Will it connect to the East Cordon Route and be a belt line?

Axford: The East Cordon Route will connect through Hazel Green Road onto 99E. It's possible there will be a belt line interrupted by the intersection of I-5.

Question: Is it possible to be a 4-lane all the way from the overpass to Windsor Island Road?

Axford: It's possible.

Question: If you live in that area when they put in that road, will it correct the drainage problem?

Axford: Drainage is a part of highway construction. Claggett Creek drains the area.

SLIDE PRESENTATION

The slide presentation was shown which viewed the area in question and the major traffic generators, including major subdivisions, Whitaker Jr. High School, various churches, etc.

QUESTION AND ANSWER PERIOD

Question: It is safe to assume the people in these subdivisions are going down Lockhaven to River Road to do their marketing. We have a traffic problem there plus we are accommodating people that originally took Chemawa Road. How would it help to put 4 lanes all the way to River Road plus a major intersection at River Road? Where are all the cars from these subdivisions going to go?

Axford: They will go one way or another, Chemawa or Lockhaven. On May 25, 1976, there will be a meeting to discuss the air pollution factors these cars will have on the roads if any one is interested in attending.

Question: Do they anticipate an intersection with I-5?

Axford: I contacted everybody in connection with that and they are all of the opinion that eventually there will be some sort of an intersection with I-5. In order to cover all possibilities, we have looked at what will happen if it doesn't come in there. If it doesn't, it is likely that there will be about half the traffic going through the area.

Trip origin and destination studies have been made at the Planning Department for the Oregon State Highway Commission. There include: Lancaster Drive, 50 percent; Portland Road, 20 percent; I-5 South, 20 percent; and East of Portland Road, 10 percent estimated for 1975.

If it is decided not to build this extension, there will be about 7,000-8,000 cars projected for Chemawa immediately west of the railroad. Four lanes probably couldn't be justified presently. It is projected in 1995, at Harmony Drive, that the ADT with I-305 will be approximately 10,000 cars. In February, 1975, at the intersection of Chemawa and Harmony, there were 3,400 ADT.

Question: There are several more hundred families in those subdivisions since that traffic count was made. We have N Pine Street, Claxter Road and Chemawa Road for east-west traffic. In 3 or 4 years, it is going to double unless we have some better means of transferring these people east and west.

Axford: The time schedule for a Federal program is such that it could take up to six years to complete.

Question: The traffic problem is from 7-9 a.m. and 4-6 p.m. Is the tax dollars this will cost worth alleviating traffic for 4 hours?

Axford: It depends upon what type of service you want. If we put the facility in, we will get about 95 percent Class A traffic which means you can move except when the signal says you have to stop. If not, you will have Class D or E which means the amount of traffic regulates your speed. How you put a dollar value benefit on that sort of thing is up to you, individually.

Question: They are closing the gravel plant, have you considered the traffic you will lose with that closure?

Axford: Yes, the truck percentage is about 2 percent. But it will probably be replaced by buses from the school.

Question: Consider the land use, as far as population, this area can't house a whole lot more.

Axford: It is reaching saturation for single family units but that doesn't eliminate multiple stories.

Question: In the last eight years, the traffic has doubled from 2,000 to 4,000 and again from 4,000 to 8,000. If you don't have a road to take care of it, you will wish you had spent the dollars when you had the chance.

There were questions raised on maintainence of streets and problems of flooding and drainage in the area. Axford directed these questioners to calling the Public Works Department for answers.

Once again, everyone interested was asked to sign up for the Lockhaven Extension Project's Citizens Advisory Committee.

ADJOURNMENT

The information meeting was adjourned at 9:45 p.m.

APPENDIX D

PROJECT CITIZEN ADVISORY COMMITTEE REPORTS

PROJECT CITIZEN ADVISORY COMMITTEE - McLEOD LANE
ORE. ELECTRIC RR-CHEMAWA RD. (LOCKHAVEN)
FAU 1237, MARION COUNTY

FINAL REPORT TO LOCATION ENGINEER

The committee was formed at the request of the Oregon State Highway Department in cooperation with Marion County from people living in the area. The following list contains special problems, impacts, and concerns of the area residents:

1. Identify special problems

   a.) People in Chemawa Road and Harmony Road expressed concern about the drainage since the surrounding area is in dire need of improved drainage.

   b.) Mr. Sanford, Representative of the Mormon Church (1375 Lockhaven Drive), was worried about the County requiring more than the existing 70' right-of-way.

   c.) Mr. Sanford also recommended consideration be given to traffic control at Whiteaker Junior High School because of the increased traffic.

   d.) Linda Coons recommended that the 25 MPH speed limit be continued on the extension as well as on the freeway overpass. This concern was expressed by a consensus of the area residents.

   e.) Traffic accidents at Lockhaven and Harmony Drive and on Chemawa Rd. west of the new I-5 overpass are a consistent problem in this area. Many times these accidents are caused by excessive speed for the road alignment.

2. Identify sensitive areas

   a.) When the Chemawa Indian School is replaced with a new campus, what will happen to the old campus.

   Negative Impacts

   a.) More acres in streets. This will increase the drainage problem in the area.

   b.) Straighter alignment (1) will tend to increase the speed on residential street.

   .)

Positive Impacts

a.) New alignment (1) will remove two sharp curves at Lockhaven onto Harmony Drive and on Chemawa Road west of the new I-5 overpass.

b.) The new alignment will help business at the east end of the project because it will be easier to direct people to their location.

c.) The new project will have a bike path and sidewalk.

.)

3. Define local attitudes and concerns

a.) Many of the adjacent property owners were contacted and all those contacted were in favor of the direct route (Alternate 1), but a tally was not kept.

b.) They wanted to keep the speed limit at 25 MPH.

c.) Alternate preference

1.) _____ # or % Number of adjacent property owners were contacted

2.) _____ # or % Favored Alternate I

3.) _____ # or % Favored Alternate II

4.) _____ # or % Favored Alternate III - No build

5.) Two other alternatives were considered. A straight alignment extension of Lockhaven between McLeod Ln. and the Oregon Electric tracks. The second alternate was to widen the existing streets of Chemawa Road and Harmony Drive. Both alternatives were discarded because of lack of support.

6.) Suggest improvement in information and feedback systems

a.) Using the Keizer Water billings to distribute information.

b.) Also the Salem Community Schools Newsletter.

7.) Suggest additional ways of involving the general public

a.) Was not discussed.

8.) Assist the Interdisciplinary Team in its contacts

- a.) Church of the Latter Day Saints - Salem Community Schools
- b.) Chairman of PCAC will represent the committee at the Interdisciplinary Team meetings.

9.) Advise in the development of alternatives

- a.) Not discussed

Some other concerns are:

Question:	When will the section of Lockhaven Drive from Windsor Island Road to North River Road be completed?
Answer:	The above section is not on the Oregon State Highway Division's Six-Year Program. Marion County would probably require federal funding. If so, this project would be at least 7 years into the future.
Question:	When will the existing section of Lockhaven Drive be widened to four lanes?
Answer:	Same answer as above.
Question:	Could the PCAC have a tpyical section map of the proposed project?
Answer:	Mr. Jim Chaney will furnish a typical section map for the committee. Mr. Chaney said he will do some preliminary surveying to check the drainage in the area. He also said he would be in touch with the committee when this work was completed.

This report is representative of all the citizen input that our committee has received.

PCAC Signatures

I've talked with 6 or 8 property owners
on the Radiant Drive side of the overpass —
found no opposition to project. Considerable
agreement with any progress on traffic
development. The Oregon Hiway Dept has a better
reputation than any local gov't planning staff.

Robert L. Lowery

PROJECT C[illegible]ZEN ADVISORY COMMITTEE - [illegible]LEOD LANE
ORE. ELECTRIC RR-CHEMAWA RD. (LOCKHAVEN)
FAU 1237, MARION COUNTY

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   ✓ c.) Mr. Sanford also recommended consideration be given to traffic control at Whiteaker Junior High School because of the increased traffic.

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3. Define local attitudes and concerns

✓a.) Many of the adjacent property owners were contacted and all those contacted were in favor of the direct route (Alternate 1), but a tally was not kept.

✓b.) They wanted to keep the speed limit at 25 MPH.

c.) Alternate preference

I talked with 15 people in the area and people who use street for cross town access and people at the L.D.S. Church..

1.) _____ # or % Number of adjacent property owners were contacted

2.) ALL # or % Favored Alternate I

3.) _____ # or % Favored Alternate II

4.) _____ # or % Favored Alternate III - No build

✓ 5.) Two other alternatives were considered. A straight alignment extension of Lockhaven between McLeod Ln. and the Oregon Electric tracks. The second alternate was to widen the existing streets of Chemawa Road and Harmony Drive. Both alternatives were discarded because of lack of support.

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PCAC Signatures

Lovita M. Williams

PROJECT CITIZEN ADVISORY COMMITTEE - cLEOD LANE
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2. Identify sensitive areas

   a.) When the Chemawa Indian School is replaced with a new campus, what will happen to the old campus.

Negative Impacts

a.) More acres in streets. This will increase the drainage problem in the area.

b.) Straighter alignment (1) will tend to increase the speed on residential street.

.)

REGION 2 ENGINEER
RECEIVED
JAN 17 1977
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

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b.) They wanted to keep the speed limit at 25 MPH.

c.) Alternate preference

1.) 75% # or % Number of adjacent property owners were contacted - Other 25% are absentee.

2.) ______ # or % Favored Alternate I

3.) all # or % Favored Alternate II

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5.) Two other alternatives were considered. A straight alignment extension of Lockhaven between McLeod Ln. and the Oregon Electric tracks. The second alternate was to widen the existing streets of Chemawa Road and Harmony Drive. Both alternatives were discarded because of lack of support.

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This report is representative of all the citizen input that our committee has received.

PCAC Signatures

Mrs J. C. Morast

APPENDIX E

RELOCATION ASSISTANCE AND AVAILABILITY OF REPLACEMENT HOUSING

I. The Relocation Assistance Program of the Oregon State Highway Division

The Uniform Relocation Assistance and Real Property Acquisition Act of 1970 insures the prompt and equitable relocation and re-establishment of persons, businesses, farms, and non-profit organizations displaced as a result of Federal or Federally-assisted programs.

Pertinent sections of the OSHD Relocation Assistance Program are summarized in this appendix. Specific questions about the program should be addressed to personnel from the Right-of-Way Section, Oregon State Highway Division.

Individual and Family Moving Expenses

Any individual or family displaced by the State Highway Division project is entitled to receive a payment for reasonable expenses of moving personal property up to a distance of 50 miles radius or to the nearest available and adequate site.

Only those individuals or families in occupancy at the start of negotiations for the property are eligible to receive this payment. Residential moving costs may be claimed according to a set schedule based upon the number of rooms of furniture to be moved or may be paid to a common carrier mover.

In addition to the moving payment based on a room count or mobile home square-foot area, a dislocation allowance of $200 will be paid.

TABLE 1

PAYMENT SCHEDULE

Residential Moving Schedule

Unfurnished
(Relocatee owns furniture)

$ 60 (1 room)	$140 (3 room)	$220 (5 room)
$100 (2 room)	$180 (4 room)	$260 (6 room)

Seven or more rooms - $300

Furnished
(Relocatee does not own furniture)

Mobile Home Moving Schedule
(Based upon total floor area)

Amount of Payment	Square Foot Area
$100	Up to 200 square feet
$200	201 square feet-600 square feet
$300	More than 600 square feet

In addition to the moving payment based on a room count or mobile home square-foot area, a dislocation allowance of $200 will be paid.

Business, Farm and Nonprofit Organization Moving Expenses

Displaced businesses, farm operations and nonprofit organizations in occupany at the start of negotiations for the property are entitled to recieve actual reasonable moving expenses for moving personal proeprty a distance not to exceed 50 miles or to the nearest available and adequate site. The actual and reasonable cost of searching for a replacement location may be claimed up to $500 for a farm or business and up to $100 for advertising sign companies. Such payments must be supported by receipted bill or other evidence of expenses incurred.

As an alternative moving expense procedure, in the case of self-moves, the business, farm operation, or nonprofit organization may be paid an amount to be negotiated between the State Highway Division and the displaced business, farm operation or nonprofit organization. This payment cannot exceed the lower of two estimates secured by the State Highway Division from competent moving companies.

Under certain conditions, businesses, farms, and nonprofit organizations may receive payments for direct losses of tangible personal property resulting from the necessity to relocate.

In lieu of moving expense payments, a displaced or discontinued business or farm operation, except advertising sign owners, may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business or farm operation during the two tax years immediately preceding the year in which such business or farm operation is displaced. The payment cannot exceed $10,000 and will not be less than $2,500. Those who choose the "in lieu" payment are not eligible for any other relocation benefit payment.

Storage of Personal Property

Occasionally, unusual circumstances may make the storage of personal property mutually beneficial to the displaced owner and the State. The cost of such storage may qualify for a payment in addition to the actual moving expense payments. It should be clearly understood that those dislocatees accepting the schedule or in lieu moving expense payment are not eligible to receive the storage expense benefit. This additional benefit requires the written approval from the State Highway Division and may not exceed twelve months.

Replacement Housing

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for not less than 180 days immediately prior to the initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $15,000.

The replacement housing payment is the amount, if any, which, when added to the amount for which the State acquired his dwelling, equals the actual cost which the owner is required to pay for a decent, safe and sanitary replacement dwelling or the amount determined by the State as necessary to purchase a comparable dwelling, whichever is less. Also, to compensate the owner for increased interest costs, the owner is required to pay for financing the replacement dwelling and for the actual closing costs incidental to the purchase of replacement housing.

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for more than 90 days but less than 180 days or a tenant-occupant of more than 90 days immediately prior to initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $4,000. This payment is the amount necessary to make a down payment on the purchase of a replacement dwelling and to reimburse the relocatee for the actual costs incidental the the purchase of the replacement dwelling. Necessary deposits for taxes and insurance are not considered as closing costs. In those cases where an owner-occupant of 90 days or more but less than 180 days or the tenant-occupant of 90 days or more chooses to rent instead of purchasing a replacement dwelling, he may, under certain conditions, become eligible for a payment up to $4,000 to enable him to rent a decent, safe and sanitary replacement dwelling.

The rent payment is the increase in rent necessary to rent a comparable dwelling for 48 months or the amount determined by the State as necessary to rent a comparable dwelling for 48 months, whichever is less.

To be eligible for these benefits, the displaced occupant must occupy a decent, safe and sanitary replacement dwelling within one year subsequent to the required date of displacement from the dwelling unit acquired by the State Highway Division.

Claims for housing additives and rent supplements must be made in writing on a State Highway Division form supplied for this purpose and must be filed with the State Highway Division no later than 18 months after the date of displacement of six months after final adjudication of a condemnation case.

Before payments for any replacement dwelling benefits can be made, the replacement dwelling must be checked by State Highway Division personnel to ascertain that it meets the decent, safe and sanitary standards established by the U.S. Department of Transportation.

Possession

No person lawfully occupying real property shall be required to move from his home, farm or business location without at least 90 days' written notice. This notice will not be issued prior to the State's purchase of the property.

Appeals

Any relocatee who is dissatisfied with any ruling on his eligibility or claim for any relocation benefit payment shall have the right of appeal. Appeal forms can be secured from the right-of-way agent who is handling the property acquisition. The Chief Administrative Office of the Highway

Division has designated the Condemnation Supervisor and the Right-of-Way Engineer of the Highway Division as an appeals board. Appeals must be filed with the board within one year after the date of displacement.

Any person making such an appeal will be given full opportunity to be heard at an appeal hearing arranged to examine his complaint. A prompt decision will be provided giving reasons in support of the decision reached.

Appellants who are dissatisfied with the decision of the appeals board may make a appeal, in writing, to the Administrator of the Highway Division in Salem.

Relocation Agent

Relocatees will be given detailed information regarding their eligibility and possible benefits by the relocation agent assigned to assist with the relocation.

APPENDIX F

MID WILLAMETTE VALLEY AIR POLLUTION AUTHORITY LETTER and DEPARTMENT OF ENVIRONMENTAL QUALITY CONSISTENCY LETTER

MICHAEL D. ROACH
Director

MID WILLAMETTE VALLEY
AIR POLLUTION AUTHORITY

2585 STATE STREET / SALEM, OREGON 97301 / TELEPHONE AC 503 / 581-1715

June 12, 1975

RECEIVED
JUN 13 1975
MARION COUNTY ENGINEER

Mr. Allin Axford
Department of Public Works
Marion County
Marion County Courthouse
Salem, Oregon 97301

RE: CHEMEWA-LOCKHAVEN EXTENSION FAUS 1237

Dear Mr. Axford:

Regarding your memorandum dated June 6, 1975 and our conversation of June 5, 1975, I would like to reiterate the following points regarding the Chemewa-Lockhaven Road Extension.

First, in as much as the proposed extension has a projected 1995 ADT of 7940, it does not come under the state indirect source review requirement and therefore does not require Authority approval prior to construction. I would request that upon the completion of the draft of the environmental impact statement the Authority be given the opportunity to comment on it. This extension will be reviewed as a part of the Salem Area Transportation System plan during the fiscal year 1975-76, however, no individual review of this particular section is anticipated.

Regarding your request for the Agency to provide assistance in obtaining air sampling data for the area, I must inform you that all Authority sampling equipment is tied up in areas of more critical concern such as downtown Salem where national standards are currently being exceeded. I cannot give you a projected date when the sampling equipment would be freed for use in this area, however, I would anticipate it to be somewhat in the distant future due to the limited availability of equipment and staff time for a project of this type.

If you have any further questions on this matter please feel free to contact the Agency.

Sincerely,

Lynda D Willis

Lynda D. Willis
Environmental Planner

LDW/taa

MEMBER COUNTIES: BENTON / LINN / MARION / POLK / YAMHILL

100% RECYCLED PAPER

VICTOR ATIYEH
GOVERNOR

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

October 26, 1979

Mr. Gary A. Potter, Manager
Environmental Section
Oregon Department of Transportation
412 Transportation Building
Salem, OR 97310

Re: Chemawa Road
McLeod Lane -
Oregon Electric Railroad
Consistency Determination

Dear Mr. Potter:

Based upon a review of the Air Quality Technical Report for the above referenced project, the Department has determined that it would be consistent with the State Implementation Plan.

Please refer any questions to me at 229-6086.

Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program

HWH:f
AF3162

APPENDIX G

STATE HISTORIC PRESERVATION OFFICE LETTER

ROBERT W STRAUB
GOVERNOR

PARKS AND RECREATION BRANCH
DEPARTMENT OF TRANSPORTATION

525 TRADE STREET S.E. • • SALEM, OREGON • • 97310

June 7, 1976

Mr. Thomas Myers
Mid-Willamette Council of Governments
220 High Street NE
Salem, Oregon 97301

Dear Mr. Myers:

This letter is in response to your correspondence of May 20, 1976, requesting comment on the Chemawa-Lockhaven Drive extension.

Our staff archeologist, Mr. Edward Long, conducted an on-the-ground survey of the area on Sunday, June 6. His reviews, together with that of our historian, Mr. Robert Sutton, indicate that no archeological or historical properties are to be impacted by the project. This office, therefore, recommends a finding of no effect on cultural resources by the Chemawa-Lockhaven Drive extension project.

Thank you for the opportunity to review and comment.

Sincerely,

Paul B Hartwig

Paul B. Hartwig
Historical Programs Coordinator
State Historic Preservation Office

EL:ko

9274

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

11-20-79

FEDERAL AID PROJECT NO.
M 1830(1)

STATE JECT NO.
See below

COUNTY NAME
Marion

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green,
Division Administrator

PROGRAM NO.

ITEM NO.
M-30

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENG
NOV 27 '79
REFER TO
FOR

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
11-20-79

FEDERAL ROUTE NUMBER
FAU 1830

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:

McLeod Lane - Oregon Electric RR Section

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change - See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-5-79 I approve the revised preliminary engineering costs to a TEC of $63,600 with Federal participation limited to $54,563.

(Increase TEC $22,100 FF $18,961)

DATE
11-20-79

SIGNATURE OF APPROVING OFFICIAL
G. K.

TITLE
for Division Administrator

M PR-1240
V. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9274

STATE OF OREGON **INTEROFFICE MEMO**

DEPT

TELEPHONE

TO: Jim Dixon
Region 2 Supervisor

DATE: November 13, 1979

FROM: Adele L. Egan
R/W Office Unit Supervisor

SUBJECT: Files 50681, 50682,
50683, & 50684
McLeod Lane-Oregon Electric
Railroad Section
Lockhaven Drive N.E.
Marion County

Attached are two copies each of four original Option forms covering right of way to be acquired in connection with the McLeod Lane-Oregon Electric Railroad Section of Lockhaven Drive N.E. in Marion County. This contract is scheduled for letting in the Fiscal First Quarter of 1981.

The distribution number to be used for the acquisition of these files has not been assigned.

Do not appraise or negotiate until notified by Frank Lowe.

Please send cost estimates for programming purposes to Frank and submit a Relocation Plan to the Relocation Supervisor if one is necessary.

Enclosed for your information are copies of the Authorization List and Mr. Wakerlig's letter of November 8, 1979.

We are forwarding under separate cover three prints of map 9B-16-19 covering this area and bearing our date of November 13, 1979.

File No.	Name	Area
50681	Gary Lee Schmidt and Jeanne M. Schmidt	0.45 acre, more or less
50682	Ronald A. and Violet E. Nopp	0.9 acre, more or less
50683	Patricia Ann Nopp	1.19 acres, more or less
50684	E. Josephine Graham & Francis E. Graham	0.02 acre, more or less

AC:jc
Enc. (6) Options, etc.
cc: C. O. Fredrickson
Don Harwell
Appraisal - Auth. List
F. Lowe
Title
A. Riveness - Exhibit

9274

4

STATE OF OREGON **INTEROFFICE MEMO**

Files

Highway Division
DEPT.

TELEPHONE

TO: Jim Dixon
Region 2 R/W Supervisor

DATE: September 13, 1979

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Services Agreement #133
McLeod Lane-OERR Section
Lockhaven Drive
Marion County

MISC. CONTRACTS and AGREEMENTS No. 6970

Attached is a fully signed copy of the subject agreement which can be sent to the County. Also attached is a copy for your files.

The project will be programmed.

[illegible] Oct

AE
mp
Attach.

cc: Jim Kinns, Finance, w/c
Cecil Head, w/orig.
C. O. Fredrickson, w/c
Local Gov't Programs, w/c
H. Wakerlig, w/c
Condemnation, w/c
Title, w/c

10-11-79 [illegible]

9274

Marion Co.
"Yellow"

ROAD DESIGN SECTION 378-6558

Anthony J. George, Engineering Coord.
Environmental Section

August 17, 1979

A. D. Olson
Preliminary Design Engineer

McLeod Lane-OERR Section
FAUS 1830 (Chemawa Road)
Marion County

Constructing a ten-foot-high earth berm using the proposed alignment would require additional right of way and would take the house for which noise is to be attenuated.

A ten-foot-high timber wall can be constructed within the proposed right of way. The estimated cost would be $21,000 at $80 per lineal foot.

A ten-foot-high concrete block wall would cost approximately $30,000 at $115 per lineal foot. The concrete block wall would require a minimum of maintenance and would have a useful life of fifty years plus, compared to the high maintenance and twenty year life of the timber wall.

There would be no apparent adverse impact to the road design by constructing a wall. Placing the wall at the proposed right of way line allows for a future four lane section.

This would be a Type 1-B facility.

REFERRED TO
Beard
Cole
✓ Eriksen FE
Hager
Stoudenmeyer
Sample
Watson
Lau
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Due
[✓ Return] Discuss Do [✓ File Copy]
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
2 Christenson DD
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 20 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

9374 Marion Co.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

August 8, 1979

Salem, OR 97310

FROM: Tony
Anthony J. George, Engineering Coord.
Environmental Section

SUBJECT: Noise Study Report
McCleod Lane-OERR
FAUS 1830 (Chemawa Rd.)
Marion County

TO: J. H. Versteeg
Head of Engineering

The following information is being requested in order to document preliminary findings of our noise study report for the above referenced project. This information is needed to determine feasibility and cost effectiveness of mitigation measures.

The noise study report indicates that two houses (5820 Lockhaven Drive and 2005 Harmony Drive would be impacted in design year 1995 by noise levels exceeding the Federal Design noise level of L_{eq} 67 dBA. Due to driveway access, the house at 5820 Lockhaven Drive cannot be feasibly mitigated. However, mitigation appears to be feasible at the house at 2005 Harmony Drive.

Please evaluate engineering feasibility and estimate costs for the two mitigation measures listed below. Please determine if additional right-of-way would be required for either or both of the measures. Also, please indicate any other problems or benefits attributed to the measures (see attached drawing).

Type Barrier	Location	Size	Amount of dBA Decrease	Number of Receptors Mitigated
(Earth Berm)	Sta. 41+60 Rt. to Sta. 44+20 Rt.	260' Length 10' Height	6 dBA	1
(Wood Fence)	same as above	same as above	4 dBA	1

If there are any questions, please contact Tim Thex or myself.

AJG:TT:lb

Attachment

cc: A. Olson w/attach
Tim Thex

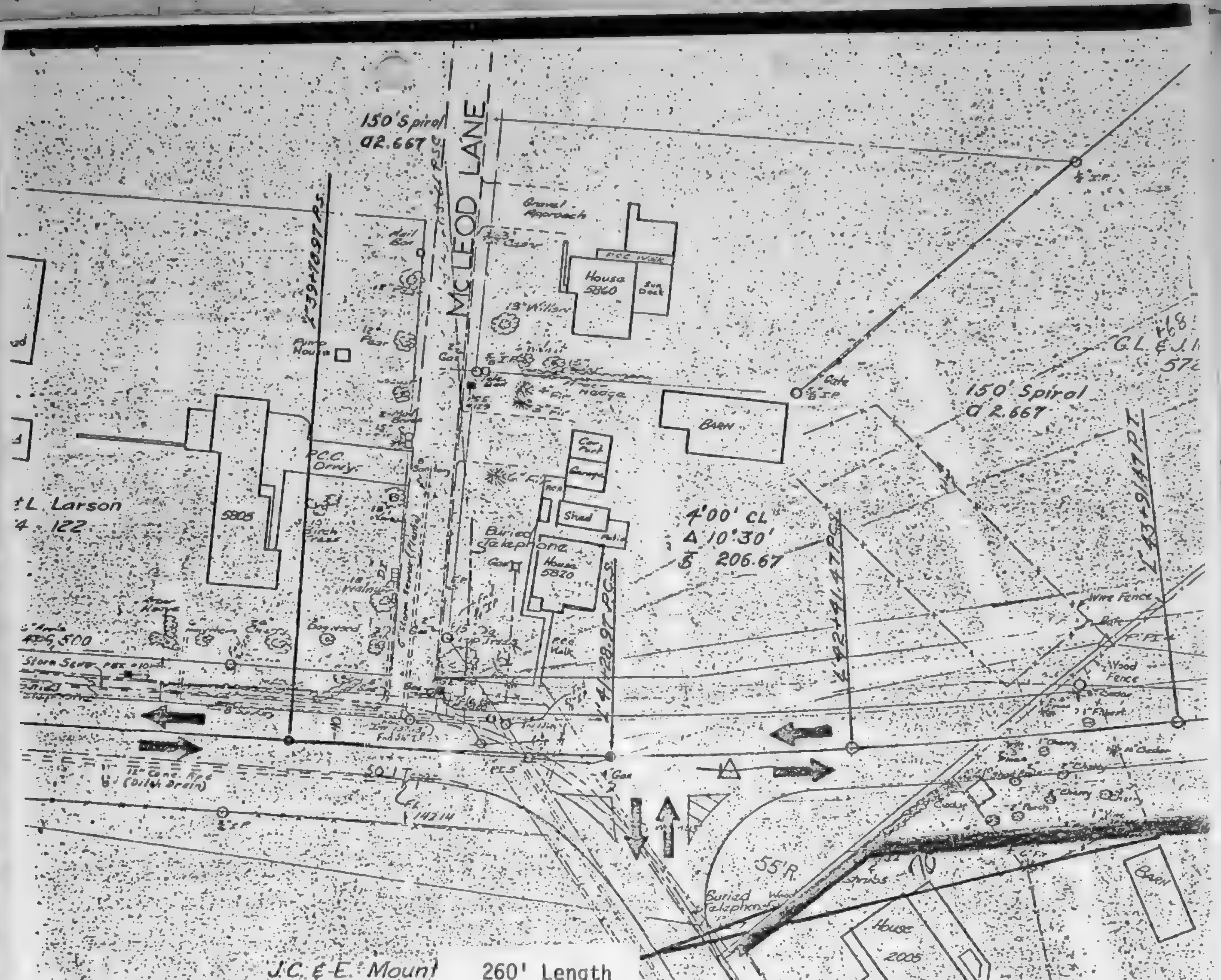
REFERRED TO
Beard
Staudenmeyer
✓ Cole
Sample
Eriksen FE
Watson
Hager
Dorn
Lau
[✓ Return] Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson Doc
2 Christensen
4 Olson
Bill-file copy o.b. 3 Sullivan LWS
Terpin
MU Trout

Wakerlig

RECEIVED
AUG 09 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action


150' Spiral
Δ2.667
McLEOD LANE
Gravel Approach
House 5860
Sun Deck
PCC Walk
13" Willow
Pump House
BARN
Car Port
Garage
Shed
Patio
Buried Telephone
House 5820
PCC Walk
5805
P.C.C. Drwy.
L. Larson
4-122
150' Spiral
Δ2.667
4°00' CL
Δ 10°30'
206.67
G.L. & J.
Wire Fence
Wood Fence
55'R.
Buried Telephone
House
2005
Carport
P.C.C. Drwy.
A.C. Drive
Barn
J.C. & E. Mount
334-540
HARMONY DRIVE
A.J. & A.C. Menter
636-373

260' Length
10' Height

FIGURE 4

LOCATION OF RECOMMENDED MITIGATION

1274

L,

May 16, 1979

Marion County
Board of Commissioners
Courthouse
Salem, OR 97301

Attention: County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6970

Gentlemen:

Attached for your records is one fully executed copy each of agreements concerning the following:

1) The Abiqua Creek Bridge Section of the Old Silverton-Mt. Angel Highway
2) The Windsor Island Road-North River Road Section of Olson Road
3) The McLeod Lane-O.E.R.R. Section of Lockhaven Drive (FAU 1830)

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachments

bc Gerald Wimer (Agreements attached)

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: February 12, 1979

FROM: for Gary E. Zehner
Gerald Wimer
Local Government Manager

SUBJECT: Proposed Urban System Project

Marion County is requesting a $335,500 project to undertake the right-of-way and construction phases of a previously approved preliminary engineering project on Lockhaven Drive. The Transportation Commission approved the preliminary engineering project on November 25, 1974. The project will provide for two travel lanes with four-foot shoulders and six-foot bikeways each side. Right-of-way will be acquired as a participating cost of the project. State will perform construction engineering. The attached sketch map indicates the location of the project. In summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	State Share
Marion County	McLeod Lane-O.E.R.R. Sec. Lockhaven Drive,FAU 18[illegible]0	$335,500	$295,240	$20,130

The Region 2 office and this office investigated the proposed project confirming its validity and financing under the Urban System Program. I recommend your approval and request you authorize this project under delegated authority.

2/12
orig to [illegible]
[illegible]

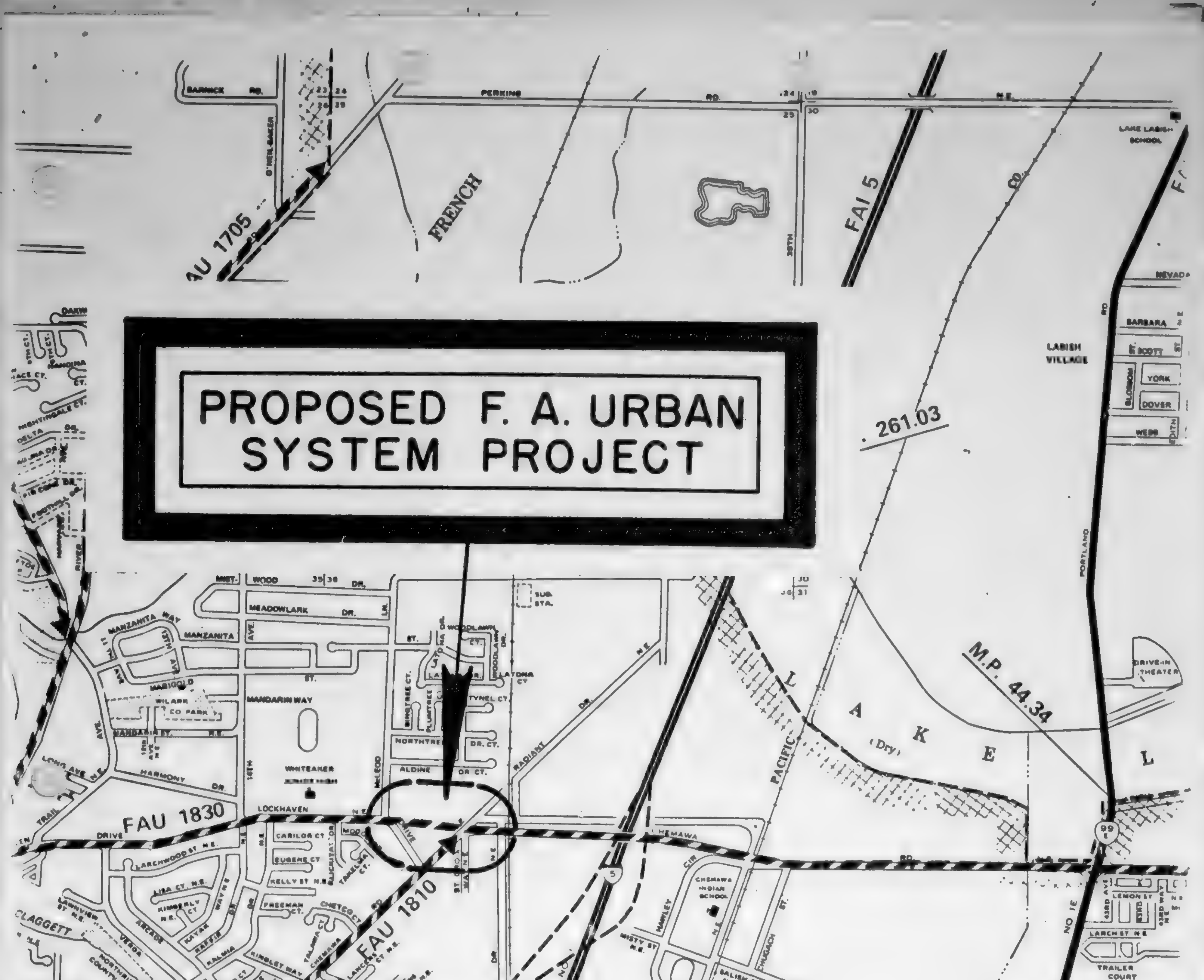
Approved By:

H S Coulter
State Highway Engineer

Date: 2-12-79

GEZ:pf
Attachment

81-125-1387



PROPOSED F. A. URBAN SYSTEM PROJECT

FAU 1705
FRENCH
FAI 5
261.03
M.P. 44.34
LAKE LABISH SCHOOL
LABISH VILLAGE
PERKINS RD. NE
NEVADA
BARBARA
YORK
DOVER
WEBB
PORTLAND
DRIVE-IN THEATER
L A K E L
(Dry)
PACIFIC
FAU 1830
LOCKHAVEN DRIVE
CHEMAWA RD
99
FAU 1810
CLAGGETT
CHEMAWA INDIAN SCHOOL
WHITEAKER
MANZANITA WAY
MEADOWLARK DR.
MANDARIN WAY
HARMONY DR.
ALDINE
RADIANT DR.
SUB. STA.
SEWAGE DISPOSAL
TRAILER COURT
KEIZER RD NE
KENNEDY SCHOOL
SALEM PRIVATE SCHOOLS
CLOVERLEAF
NORTHVIEW TERRACE CO. PARK
CHEMAWA LOOP
MOBILE HOME COURT
PROPOSED
FAI 305
OREGON
HIGHWAY
RIDGE DR
PACIFIC
SOUTHERN
INDIAN
SCHOOL RD
EAST
BLOSSOM DR.
M.P. 250.38
FAP 26
M.P. 49.64
HAYESVILLE
FAU 1790
FAU 1615
FAU 1685
VERDA
MILTON ST. NE
PARKDALE
JADE
HWY 1 MP 298.98
HWY 1E MP 49.14

5-15-79

9274

OREGON STATE HIGHWAY DIVISION

№ 82084

JOURNAL VOUCHER

DATE MAY 15 1979

AMOUNT

PREPARED BY RJN

POSTED BY

FOR USE OF KEY PUNCH UNIT		
TYPE OF CARD	PUNCHED BY	VERIFIED
Expenditure Distribution	RC	.mw
Equipment		
Rental and Depreciation		

EXPLANATION	GENERAL LEDGER			SUBSIDIARY LEDGERS	
	ACCOUNT NUMBER	DEBIT	CREDIT	DEBIT	CREDIT
Weekly Time Reports					
TOTAL					

FORM 734-1138

DEBIT 13,749.27

HIGHWAY DIVISION
TIME REPORT for GERALD MORRISON
NAME OF EMPLOYEE

CLASSIFICATION AND RATE: H.E. 2 $1,578

FOR THE WEEK ENDING: 4-27-79

NAME AND NUMBER	COST DISTRIBUTION	DESCRIPTION OF WORK PERFORMED	MON	TUE	WED	THU	FRI			TOTAL HOURS	RATE	EXTENSION
Pass, 3rd Bridge	17-6214-923	Noise Study, FEIS Correspondence, report writing	1½			8	4			13½	12.74	171^{99}
Mill St. - 5th St.	7861-900-	Noise Study, FND Report Revisions	1½		2					3½		44^{59}
appoose	5-1427-923	Review Technical Literature, Correspondence	3		2					5		63^{70}
thside Bypass (Klamath Falls)	518-1920-923	Noise Study - FEIS Aerial Mapping & Traffic Info.			4					4		50^{96}
rnell Rd @ Murray Rd	334-1977-923 ~~34-[illegible]-923~~	Traffic Request (SNSR)	1							1		12^{74}
er Creek Section	536-1955-923	" " "					1			1		12^{74}
~~[illegible] N. Kiott Rd~~ Lead Lane - One Elec RR	? 324-1980-923N	" "					1			1		12^{74}
rier / The Dalles Hwy - W 10th St.	333-1931-923	" " "					1			1		12^{74}
~~Slough Bridge~~ Douglas ne County line - Elbow Lk	? 10-~~1955~~-923N 1001-900	" "					1			1		12^{74}
										31		394^{94}

(DO NOT KEY PUNCH ENTRIES BELOW THIS LINE)

			MON	TUE	WED	THU	FRI			TOTAL HOURS	RATE	EXTENSION
Vacation Leave	8001-568											
Sick Leave	8021-568		1	8						9		
Other:												

Gerald L. Morrison

Anthony J. Hengo Jr
SUPERVISOR

9274

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

5-1-79

FEDERAL AID PROJECT NO. M-1830(1)

STATE JECT NO. See below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-30

RECEIVED
STATE HWY ENGR
MAY 9 - '79
REFER TO
[illegible]
FOR
Info | Invs | R/D | D/R | Sign | Act | File

5-9
orig
to

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 5-1-79

FEDERAL ROUTE NUMBER FAU 1830

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

McLeod Lane - Oregon Electric Railroad Section

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 4, 1979, I approve the revised preliminary engineering costs to a TEC of $41,500 with Federal participation limited to $35,602.

DATE 5-1-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

4

OREGON STATE HIGHWAY DIVISION

№ 81472

JOURNAL VOUCHER

DATE	APR 12 1979
AMOUNT	
PREPARED BY	AYD
POSTED BY	

FOR USE OF KEY PUNCH UNIT

TYPE OF CARD	PUNCHED BY	VERIFIED BY
Expenditure Distribution	JR	
Equipment		
Rental and Depreciation		

EXPLANATION	GENERAL LEDGER ACCOUNT NUMBER	GENERAL LEDGER DEBIT	GENERAL LEDGER CREDIT	SUBSIDIARY LEDGERS DEBIT	SUBSIDIARY LEDGERS CREDIT
Weekly Time Reports					
4-12-79					
9879					
TOTAL					

FORM 734-1138

DEBIT $768.72
CREDIT ✓

KLY TIME REPORT for
EGON STATE HIGHWAY DIVISION

Robert L. Dean
NAME OF EMPLOYEE

CLASSIFICATION AND RATE: HE I $1506

FOR THE WEEK ENDING: April 6, 1979

JOB NAME AND NUMBER	COST DISTRIBUTION	DESCRIPTION OF WORK PERFORMED	2 MON	3 TUE	4 WED	5 THU	6 FRI			TOTAL HOURS	RATE	EXTENSION
llen [illegible] [illegible]rchange Beaverton - Tigard Hwy. ashington County	134-1965-909 P	Preparing Sketch Map File #47777	8							8	12.17	97.36
SE [illegible] [illegible] [illegible] County	[illegible] F	Checking set RW Pins		4						4	12.17	48.68
[illegible] Ore. [illegible] [illegible]	324-1980-909 P	Preparing RW Map		4	8	8				20	12.17	243.40
or[illegible] County	324-1980-909 N						8			8	12.17	97.36
		Probably Training										

486.80

(DO NOT KEY PUNCH ENTRIES BELOW THIS LINE)

Vacation Leave	8001-568	
Sick Leave	8021-568	
Other:		

R/W Description Unit Crew 007-03

SUPERVISOR

4-3181 (Rev. 10-78)

9274

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section McLoed Lane-Oregon Electric Railroad

Highway Chemawa Rd. (lockhaven) Co. FAU 1237

County Marion

Date March 6, 1979

Authorization No. 4

Survey Prefix 324-1980 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is at the intersection of McLeod Lane and Lockhaven lane. The easterly terminus is at the Oregon Electric Railroad tracks. The total length of the project is 1250 ft. (0 25 mile). This is to be a new alignment connecting Lockhaven Lane, at the McLeod intersection, and the realigned Chemawa Road.

Purpose of survey:

Purpose is to prepare plans, Specifications, and cost estimate for the new McLeod-Chemawa Road connection.

Estimate of cost:

Field Survey	901	16,000	Inventory Needs	917	2,700
Citizen Part.	902	1,500	Location Studies	918	1,900
County	903	12,800	Specifications	921	1,100
Final Design	905	5,000	Adm.Serv.(Engr.)	922	100
R/W Descrpts.	909	800	Environmental	923	12,500
Soils & Geol.	910	2,000	Planning	924	500
Traffic	911	200	Hearings	980	3,000
Liaison	913	1,400			
Utility	914	1,000			

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 62,500
Previous authorization	41,500
Additional authorization requested	21,500
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Costs & Records Specialist — Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Pespin — Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

9274

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 324-1980

INTER-OFFICE CORRESPONDENCE

December 18, 1978

Salem, Oregon

Phil Ste

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

SUBJECT: Project Request
McLeod Lane-OERR Section
Lockhaven Drive FAU 1830

TO: G. W. Wimer
LOCAL GOVERNMENT MANAGER

Attached is the project request for right of way acquisition and construction for subject project.

The project appears on our Six-Year Program and on the recently submitted Urban Area TIP.

Please process the document through normal channels for approval.

POS/gl
attachment

W

Zehner

APPROVED 2-12-79
Z

9274

MARION COUNTY
DEPARTMENT OF PUBLIC WORKS
300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer
TELEPHONE 588-5036
AREA CODE 503

December 12, 1978

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Lockhaven Drive Extension; McLeod Lane - OERR.

Dear Mr. Stearns:

In compliance with your recent telephone request, Marion County has prepared a Federal Aid Project request for acquisition of right-of-way and construction of Lockhaven Drive from McLeod Lane to the Oregon Electric Railroad. The estimated cost of this work is now $385,800; ✓ based on construction cost estimates obtained from OSHD and property costs estimated by the Department of Public Works. Project scope covered by this request conforms to preliminary engineering and work on the final Negative Declaration now being done by OSHD.

The original request and two copies are attached for appropriate action.

Very truly yours,

John A. Anderson
Director of Public Works

G. T. Grove

George T. Grove
Supervising Engineer

2-1-79
Cam Gilmore says they won't have FEIS for 4 months. ✓

JJG:lk

cc: FHWA
Dick Knowles
Don Harwell ✓

Attachments

M RP 12-19-78
INFO COPY ONLY
OFFICIAL COPY COMING THRU REGION.
✓ RP

[illegible]
Need Region Concurrence & MWVCOG approval

9274

FEDERAL AID PROJECT REQUEST

Date December 6, 1978

Applicant Agency Marion County
Request for: Off-System____, FAS-C____, FAUS X Project
Federal Aid Route No. 1830 Route Name Lockhaven Drive
Project Name McLeod Lane - OERR

Project Length 1,150 Feet Project Location (Attach sketch map)
Project Description Acquire right-of-way and construct a 2 lane roadway extending Lockhaven Drive east to connect to Chemawa Road west of the Oregon Electric Railroad crossing; following Alternate 2 as described in Draft EIS and in Design Studies.

Average Daily Traffic 8000 (Year 1995) Design Speed 45 MPH
2400 (Year 1975)

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24' Travel Lanes 2 @ 12' Shoulders 2 @ 7' Gravel
Medians NONE Parking NONE
Sidewalks
Remarks Typical Lockhaven section to be matched on the west end of the project.

2. Desired Roadway Cross Section: (Attach sketch)

Width 44' Travel Lanes 2 @ 12' Shoulders 2 @ 10'
Medians Parking
Curbed Length Curb Radii
Sidewalk/Bikeway Outside 6' of shoulder to be striped for a Class 3 bikepath.
Remarks Typical section is for middle of the project. Transition to be made on each end of project to match existing section.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 70' Minimum 70' Maximum 70'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes X No____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

2. **Proposed Signalization**: NONE

Location____________________

Type____________________
Phases____________________
Type of Suspension____________________
Interconnected____________________
Remarks____________________

3. **Permanent Signing**:

Include in project or by applicant? Include in project.

4. **Permanent Striping**:

Include in project or by applicant? Include in project.

IV. ILLUMINATION DATA

1. **Existing Illumination and Location**:

NONE

2. **Proposed Illumination**: NONE

Location____________________
Type____________________

Remarks____________________

V. STRUCTURE DATA

1. **Existing Structure**: NONE

Location____________________
Type____________________
Approach Roadway Width__________ Shoulder Width__________
Length__________ Width__________
To remain in place?____________________

2. **Proposed Structure**: NONE

Location____________________

Approximate Size: Length__________ Width__________

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes________ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered? NO

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement NONE ________ Office
2. Environmental NONE ________ Office
3. Public Hearing NONE ________ Office

Remarks Completed. This is request for approval of acquisition of right-of-way and construction. OSHD is in late stages of preparing final Negative Declaration and preliminary engineering.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant________ State X Consultant________

2. Project construction engineering to be performed by:

Applicant_________ State X Consultant_________

3. Will applicant perform any work prior to or after award of contract?

Yes_________ No X

If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 252,000.
Right-of-way costs (if participating)	83,500.
Traffic control	-0-
Illumination	-0-
Structures	-0-
Railroad	-0-
Other	-0-
Preliminary engineering	50,300.
PROJECT TOTAL	$ 385,800.

Remarks

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF N/A and/or MARION COUNTY

By__________ By Pat McCarthy
Chairman

By__________ By Walter R. Heine
Commissioner

By Harry Carson Jr
Commissioner

(1976)

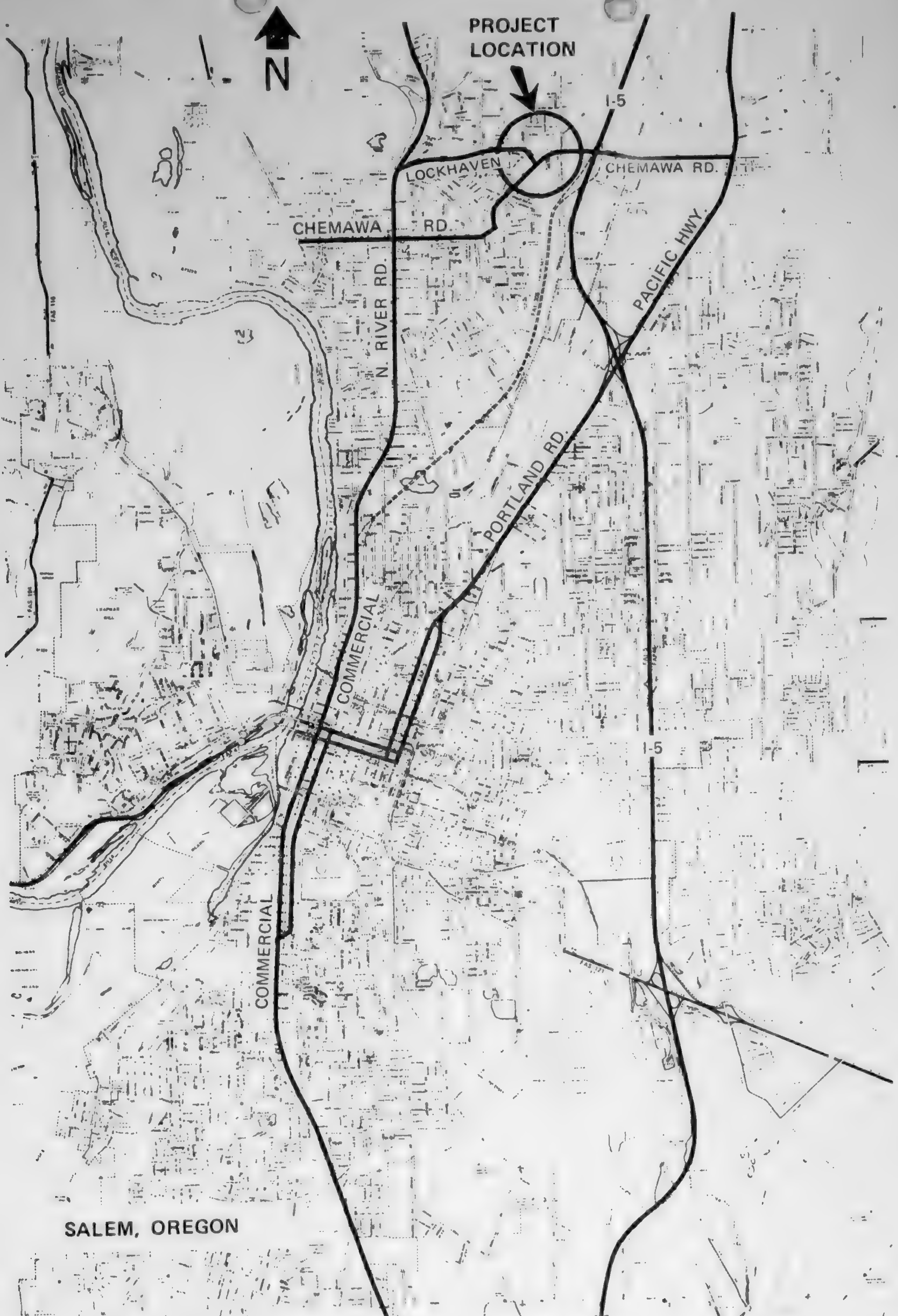
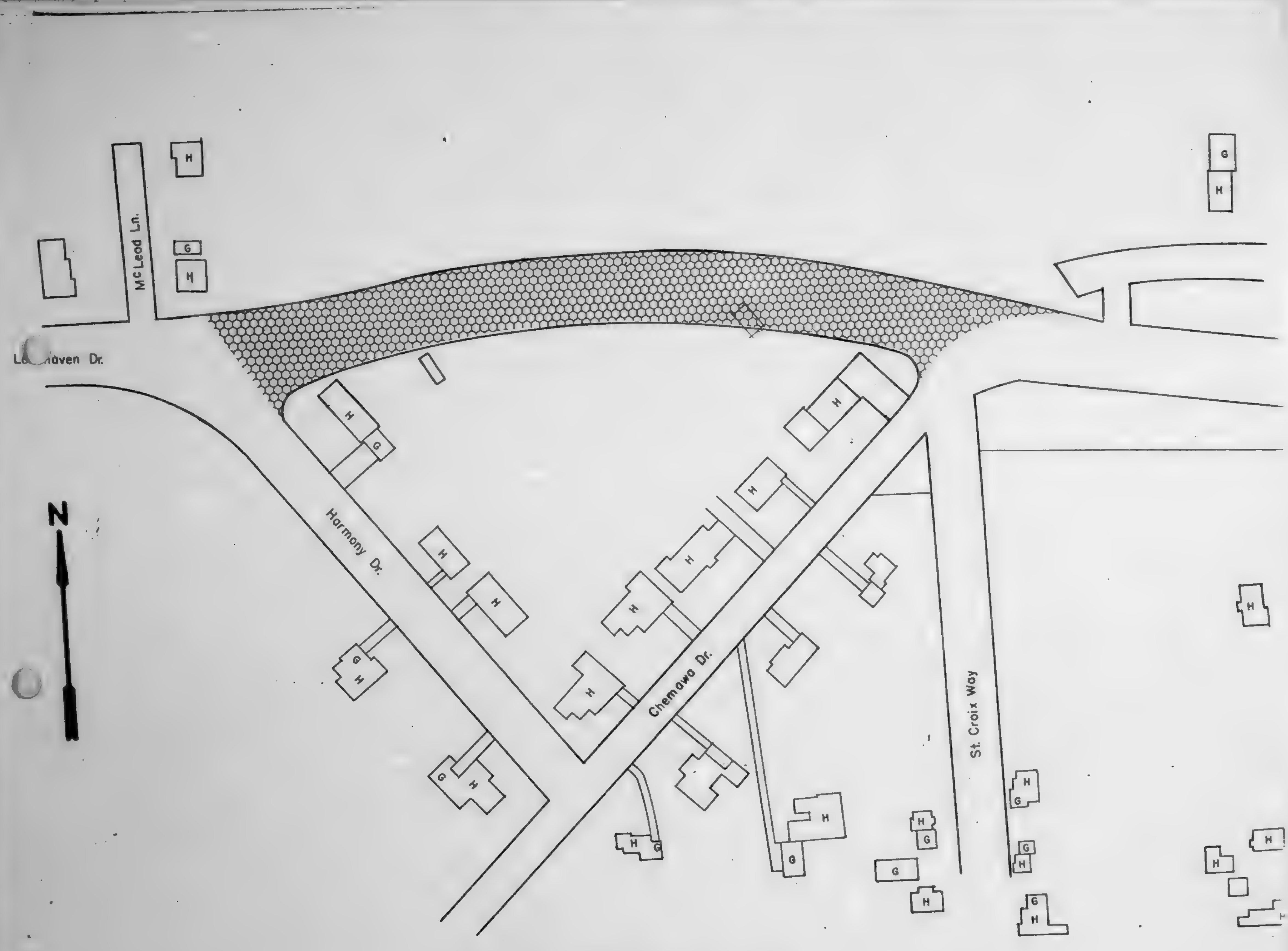

N
PROJECT LOCATION
I-5
LOCKHAVEN
CHEMAWA RD.
CHEMAWA RD.
PACIFIC HWY.
N. RIVER RD.
PORTLAND RD.
COMMERCIAL
I-5
COMMERCIAL
SALEM, OREGON

FIGURE 1 – PROJECT LOCATION



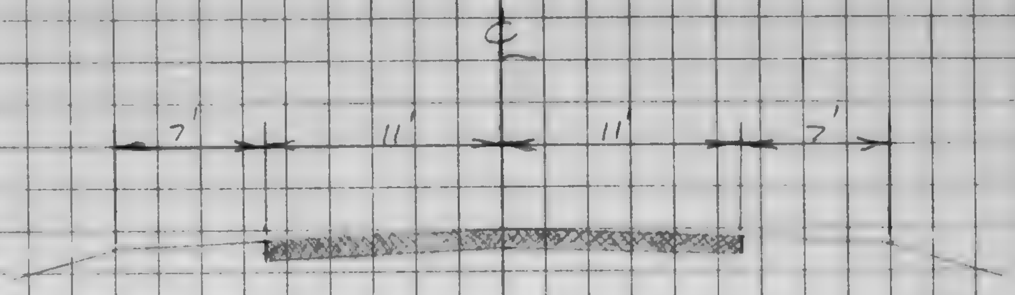
N
McLeod Ln.
L haven Dr.
Harmony Dr.
Chemawa Dr.
St. Croix Way
H
G

FAU 1830 PROSPECTUS MAP

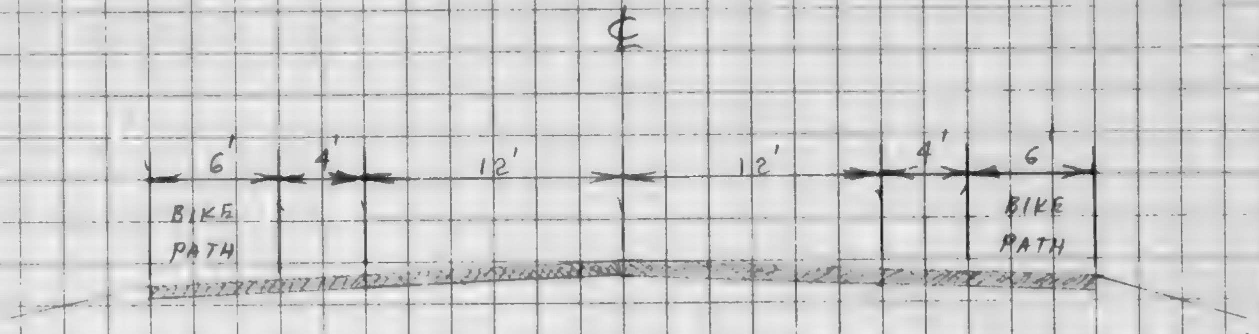
DEPARTMENT OF P[illegible]IC WORKS
MARION COUNTY, SALEM, OREGON

CHEMAWA - LOCKHAVEN DRIVE EXTENTION
TYPICAL CROSS SECTION

DATE 11/ /78 PREPARED BY HDR CHECKED BY ______ RECORD NO. ______ SHEET ____ OF ____



EXISTING ROADWAY


℄
6'
4'
12'
12'
4'
6'
BIKE PATH
BIKE PATH

DESIRED ROADWAY

9274

FAU

10-16-78

STUDY REPORT

MCLEOD LANE-OREGON ELECTRIC RAILROAD SECTION
FAUS 1830 (CHEMAWA ROAD)
MARION COUNTY

This study report covers that portion of Federal-aid Urban System (FAUS) Route 1830 between the McLeod Lane-Lockhaven Drive intersection and the Oregon Electric Railroad crossing on Chemawa Road. The route presently extends from North River Road in Keiser easterly to Cordon Road north of Salem, traversing Lockhaven Drive, Harmony Drive, Chemawa Road and Hazel Green Road, and is classed as an east-west arterial.

The purpose of the proposed project is to improve the portion of the route from a point just west of the McLeod Lane-Lockhaven Drive intersection to the recently improved section just west of the Oregon Electric Railroad crossing on Chemawa Road. The present route which traverses Harmony Drive and Chemawa Road is narrow (20-foot average), has gravel shoulders, two right-angle turns and a stop at the Harmony Drive-Chemawa Road intersection.

The narrow roadway, right-angle turns and stop condition creates safety hazards with a potential for accidents. Traffic is also subject to congestion caused by reduced speeds in negotiating the turns. Pedestrian and bicycle traffic, especially youngsters bound for nearby schools, are also subjected to hazards along the gravel shoulders.

Four alternates (3 build and a no-build) have been considered for the project. The build alternates include a variable width roadway with two lanes at the west terminus and four lanes at the east terminus. Travel lanes, shoulders and bicycle/footpath widths vary with each alternate (see attached sketch).

Following are descriptions of the alternates and the major impacts associated with each; further detailed impacts and mitigations are outlined in the Draft Environmental Impact Statement released June 9, 1978.

Alternate 1

This alternate would extend Lockhaven Drive in an easterly direction along a curving alignment to connect with Chemawa Road just west of the railroad crossing. The project length would be 1,250 feet and would cost about $260,000.

The alternate would relieve congestion and improve safety for both motorists and bicycle/pedestrian traffic. It would convert about 3 acres of private property to public use and displace a well and pumphouse. It would sever properties, creating undesirable remainders.

Noise impacts would be increased and would be originating from a different direction.

Air pollution should be reduced with the better roadway and less stop-and-go traffic.

Aesthetic impacts would result from a new roadway in a pastoral setting.

Alternate 2

This alternate would begin and terminate at the same points as Alternate 1; however, the alignment would be more direct, resulting in a project that would be 1,150 feet long and cost about $260,000, dependent upon the number of displacements. The impacts for this alternate would be similar to those outlined for Alternate 1, except for the right of way required. Approximately 2.4 acres of private property would be converted to public use and two homes could be displaced.

Alternate 3

This alternate would improve the existing road along Lockhaven Drive, Harmony Road and Chemawa Road for a distance of 1,700 feet and would cost about $285,000. It would relieve congestion to some extent; however, the right-angle turns and stop condition would remain. Pedestrian and bicycle safety would be enhanced by the addition of paved shoulders.

This alternate would convert 1.2 acres of private property to public use, mostly from landscaped yards, and it would displace one home.

Noise and air pollution impacts would increase as traffic volumes increase.

Alternate 4

This is the no-build alternate and would retain the present alignment and narrow roadway. Normal maintenance would be performed.

Noise and air pollution would increase as traffic volumes increase. Safety would deteriorate and congestion increase as traffic volumes increase. The poor alignment and narrow roadway would be retained.

Public involvement includes input from an eight-member Citizens Advisory Committee; input from informational meetings where special problems, sensitive areas and local attitudes and concerns were discussed, and input from a formal public hearing.

Hearing Summary

A public hearing was held at 7:30 p.m. on July 27, 1978 in the gymnasium of the Gubser Grade School. In addition to County and State Highway personnel, there were 7 persons present.

Four persons spoke at the hearing and no written testimony was received. The oral testimony was directed toward individual concerns without stating a preference for any alternate.

The individual concerns raised at the hearing were answered by the hearing officer. Following is a listing of the concerns and the individuals expressing them.

Mrs. JoAnne Beilke had three areas of concern:

1. She felt that the home at the northeast corner of the McLeod Lane-Lockhaven Drive was not needed. The hearing officer stated that the only home that would be displaced was on Alternate 3 and that the home in question was marginal on Alternate 1.
2. This concern regarded a bikepath on McLeod Lane. The hearing officer stated that there were right of way and funding problems with a bikepath along McLeod Lane; also, that this was not a part of the project under consideration.
3. She, as well as an unidentified person, asked about Lockhaven to the west by Whiteaker School and at River Road. Lockhaven Drive west of the project would remain as a two-lane facility. Traffic volumes would be monitored after the I-5-Chemawa Road Interchange is complete and traffic signals would be considered for both locations.

Mr. Frank Graham inquired about the effect on Mr. Cotton's property. The hearing officer stated that his property is not adjacent to the project and would not be directly affected.

Mr. Gary Schmidt asked if landowners could subdivide off this road. The hearing officer stated that access was not being purchased but that subdivisions would be subject to normal standards for land adjoining an arterial street.

Mrs. Frank Graham was concerned about receiving a fair price for her property and the effect on the well which is on the property. The hearing officer stated that Federal requirements call for fair market value for property taken. If the well is taken or affected to a degree where it is no longer usable and would make the home untenable, a new water supply would be provided.

Marion County, in a letter, had three areas of concern:

1. That the 4-foot southerly shoulder be expanded to 5 feet. The typical sections have been reviewed and it is recommended that 10-foot shoulders with a Class III bikepath be substituted for the original 9-foot bikepath on one side (see attached typical).

2. Provide noise attenuation to critical receptors. This mitigation will be outlined in the Noise Report that will be prepared for the project.

3. Leave as many trees as possible near west end of project. Federal Highway Safety Standards set forth policies regarding distance to roadside objects such as trees. Also, as the trees in question are fruit trees and require constant care, it is recommended that they not be left within the proposed right of way.

After review of the Draft Environmental Impact Statement, Transcript of the Public Hearing and written comments, the Marion County Board of Commissioners recommends that Alternate 2 be approved as the location and design of the McLeod Lane-Oregon Electric Railroad Section of FAUS Route 1830, Marion County, Oregon.

Following are some considerations used for the above decision:

1. Provides the greatest improvement to transportation services.
2. Negative impacts can be mitigated or minimized.
3. Is compatible with comprehensive plans.
4. Is compatible with most LCDC goals and guidelines.
5. Had no adverse public input.

10-16-78

Attachments - Hearing Transcript
Typical Sections
Detail Maps
Profile

7274

MARION COUNTY
BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Pat McCarthy, Chairman
Walter R. Heine
Harry Carson, Jr.

EXECUTIVE OFFICER
Harold F. Brauner

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

August 15, 1978

REGION 2 ENGINEER
RECEIVED
AUG 23 1978
RLE ROE RIE ROE ENV RFE ULF GrD NSD

Mr. Phillip O. Stearns
Federal Aid Specialist
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

After review of the Draft EIS, Transcripts of the Public Hearing, and written comments, it is the decision of this Board to select Alternative 2 for the improvement of Chemawa-Lockhaven (McLeod Lane-Oregon Electric Railroad). The decision was based upon transportation needs and the minimization of negative impacts.

In addition, we would request the following items be addressed in the preparation of the final EIS and final Design.

1. The 4' shoulder shown on figure 5 of the EIS will serve to facilitate some pedestrian movement. We would request this southerly shoulder be increased to 5' by reduction of other cross section elements if feasible (14' lane to 13') or if not, by the addition of one foot to the pavement width in the area currently planned for a 4' shoulder.
2. Projected 1995 noise levels slightly exceed federal standards. While we regard these projections as ± some undefined magnitude, we would request some tree plantings on the southerly side in the area of the two existing houses to provide screening and perceptual relief. If additionally required, we would support double windows or other acoustical insulation on the existing residences.
3. As feasible, leave as many trees as possible in the existing orchard on the west end.

Marion County appreciates the assistance of the Highway Division on this project. If any additional information is needed, please feel free to contact our Department of Public Works.

Sincerely,

BOARD OF COMMISSIONERS

Walter R. Heine

Walter R. Heine
Acting Chairman

PROJECT MANAGEMENT
CCE ☐ FAE ☐ CFE
AUG 25 1978
File: PM FA LG GP
TAA Zekner
Share this info w/any others needing it.

WRH:if

cc: Buz Swan
8-29-78

MINUTES OF THE PUBLIC HEARING
CHEMAWA-LOCKHAVEN EXTENSION-CORRIDOR DESIGN (MCLEOD LANE-OREGON ELECTRIC RAILROAD SECTION)
July 27, 1978 - Gubser Grade School, Gymnasium
Salem, Oregon (7:30 P.M.)

CALL TO ORDER:

Mr. Dean Nebergall, Civil Engineer II, Marion County Department of Public Works opened the Public Hearing with the following remarks:

We are here to hold a Corridor-Design hearing on the proposal for extending Lockhaven Drive across from McLeod Lane to intersect with Chemawa Road on the east, or another alternative which would involve some improvements on Harmony Drive, then back up on Chemawa Road to join the same terminus. We are also looking at the alternative of not doing anything. (A physical-Mental Impossibility)

In theory, we do not have any preferences at this time. We are here to hear from the people: your comments, your preferences. If you feel we have overlooked something, just about anything is acceptable as far as testimony.

I would ask that anyone who wishes to speak, to limit your comments and questions to the improvement we are discussing tonight. Any other problems that may involve our department, feel free to contact us during the work week and someone will help you. Anyone who does not wish to speak can make a written comment and we will accept these for 10 days after the hearing.

BACKGROUND:

The transportation network in the Salem Area is planned for through the Salem Area Transportation Study. The SATS involves local government agencies, City of Salem, Marion County, Polk County, the Federal Government, the State, and the local School Board and it also involves citizens in the local planning process and the Federal Government.

We are trying to plan for transportation improvement in the Salem Area and this project came out of quite a bit of study from SATS. The proposed project is part of a SATS designated arterial that extends from Windsor Island Road eastward, all the way over to Cordon Road. There are different names through this area, but you basically have an arterial extending through that area. There is a functioning arterial extending that way now and there are segments through that stretch where you will have major traffic movements.

We have a lot of movement down Chemawa Road and there is no continuous arterial now built that has very good alignment. There are a lot of bad bends on Chemawa Road. On the SATS study, it is planned that there will be a connection to the I-5 on this proposed road and possibly to the I-305 Replacement Arterial, should that be built. It will also be connected at an interchange. People will come from the East and get on the interchange and people from the westerly area then will be able to come across and get on the freeway.

ALTERNATIVES:

(1) We have basically four alternatives. The 1st thing we looked at was to bring the facility through Lockhaven Drive and bring it to the North, as much as we could to avoid hitting a house and some property. At this point, a lady from the audience asked "Which road is what, I can't distinquish". Dean then pointed to the map and showed her what road he was referring to. The existing Lockhaven Drive comes down this way and McLeod is right here, currently you turn on Harmony, Chemawa comes up here and there is pretty much a vacant area in through here at the north, this is where Alternative One would be located and here is the new State improvement coming in from the east.

This would go to the North and it would provide a 2 lane facility in this area, a bike path on the north side, and some paved shoulder - 4 feet wide on the south side. Next, we would have an area with a right turn lane; there would be two lanes coming in and one lane going straight through to the west and the other one would be a left turn lane down onto Chemawa. A lady from the audience asked the question-"Would Lockhaven remain a 2 lane highway after this is done?" Dean replied that he hoped he would get to that.

Estimated cost of this improvement would be $260,000 and the estimated cost of right-of-way would be $60,000, and this would include taking about 3 acres of land through this open field area. (about 1,300 feet)

(2) The second alternative is more or less a straight shot through. It does bring the R/W closer to this house (west) and not much closer to this house (east), but it does take off a little shed area that is behind this house. (Dean is pointing to area on map, located on wall behind him) It is very similar to the other alternative. It does move the roadway and is quite advantageous as far as this house (northwest) is concerned. The traffic patterns would be pretty much the same.

The estimated cost of this alternative is also $260,000. It is a little bit shorter, about 1,150 feet. The R/W is estimated at $70,000.

(3) The third alternative we looked at was not to cut across this open area, but to improve Harmony Drive, basically providing 2 traffic lanes - 6 foot pedestrian bike/walk paths - one on each side. We would have to take some property, possibly a house. This alternative is a little bit longer.

The estimated cost of this alternative is $285,000. The R/W is estimated at $110,000.

(4) The other alternative is a No-Build. This consists of not doing anything. We would just leave things as they are. This alternative is a Federal requirement. This gives you something to compare it to when making a choice of whether it is better to leave as is.

ENVIRONMENTAL EFFECTS:

Alternatives one and two were judged very similar. Their main environmental effects as listed in the Environmental Statement, are the consumption of some good soil land. Which could be considered good farm land under some LCDC Goals. In my mind it is stretching it a bit. We are inside the Urban Growth Boundary and this land is designated for Urban Growth. Although we are taking this prime soil land, it is programmed for houses already. Both Alternative one and Alternative two have quite an impact on adjacent property. Both could add some traffic on Lockhaven. Further down the road you have a school and there could be an increase there.

Alternative three would have a pretty substantial impact on adjacent property. It is pretty well developed in this area.

As far as traffic for 1995 both with I-5 interchange and without, basically, Alternatives one and two would be around 8,000 cars a day. Both with Interstate-5. To the west it would be 7,200 cars a day. It is the amount of traffic that could be handled by two lanes. The facility is designed for two lanes. The right-of-way that has been proposed for this area is enough so that if 4 lanes were necessary in the future, then there would be enough right-of-way purchased. No right-of-way is contemplated at this time for west of here. The existing right-of-way is 70 feet. However, it looks as if this would accomodate any future traffic for the two lanes.

The traffic volumes for Alternatives one and two on

Harmony Drive is estimated at 400 cars a day; the existing traffic is 1,600 cars a day. It would be pulling in quite a bit of traffic in this area.

As far as Alternative 3 - it is projected for the year 1995 at 12,000 cars per day on Chemawa. (Currently, about 4,000 cars per day) This is definitely a negative factor. We could possibly even place 4 lanes on Chemawa Road someday. Without the interchange a projection of 7,000 cars per day through this area. If Alternative one or two were built, we are projecting about 5,000 cars per day through here. (pointing to map)

NOISE LEVELS:

Noise levels are measured on the decible on the A Scale, which is based on a logrythmic scale. If you increase your decibles by 10, then what you perceive as noise would about double. There are Federal Guidelines on nosie that our project is to meet. We looked at the existing noise levels. On Harmony we have an L10 reading, which means that it exceeds the level 10% of the time is 67 dBA. The Federal Guidelines for the residential areas are 70 dBA's. We find that the No-Build option of 1995, we find that Harmony would have 73 and Chemawa would have 76. With the I-5 Harmony would be 79 and Chemawa 82. If we do nothing, we have a big increase on Chemawa, and it exceeds what the State would allow. We are required to do something if we exceed the standards, such as Noise Berms, double windows in houses, etc..

Under Alternative one and two, without a connection to I-5, on Harmony we are talking about 56 dBA. With the connection to I-5 we are looking at 67 dBA. (About what it is today)

On the new areas across the field, we are slightly increasing the noise levels over what is allowed. 72 dBA, 50 feet from the nearest traffic lane, without I-5 connection and 77 with connection. It is very possible that we will have to do something, as far as noise, depending on the selection of an alternative

AIR POLLUTION:

This is expected to be decreased over what would happen if we did nothing. Less turning movements, less traffic movements, which will decrease air pollution.

DRAFT EIS:

We are accepting written comments for 10 days and after that time we will get together nad think about it. Then, the Board of County Commissioners will select an alternative that is best over all. The DEIS will address the comments received by the public and governmental agencies. It would be 2 to 3 months from now to finish it off and to submit for approvals. This will be done through the State EIS office. How long it takes for approval, I am not sure, this has to go back to Washington, D.C. for final approval, because we are an urban area over 100,000. Possibly, 4-5 months maximum.

Right-of-Way - If things go smoothly, 6-8 months for right-of-way acquisition. If people are not satisfied, possibly longer. Construction season is probably, by Mr. Nebergall's guesstimate, is for 2 years away.

Right-of-Way and relocation is discussed in the pamphlets which are located on the tables in the gymnasium. These have been prepared by the State.

Relocation assistance is a Federal Requirement.

Mr. Nebergall opened the floor for questions and comments.

Mrs. JoAnne Beilke
6025 McLeod Lane NE
Salem, Oregon 97303:

She stated that she lived on McLeod Lane and that she did not feel that this house would be needed to be taken.

Mr. Nebergall stated it appeared that only under Alternate 3 need a house be taken, though the house on the N.E. corner of Lockhaven and McLeod was marginal with Alternative 1.

Mr. Frank Graham
1560 Lancaster Drive NE
Salem, Oregon 97301:

How does that affect Mr. Cotton's property?

Mr. Nebergall's comment was that it would not affect or bother his property, which is not adjacent to the project.

Mr. Gary Schmidt
3425-34th Avenue NE
Salem, Oregon 97303:

Off of this proposed road, could landowners subdivide off this road?

Mr. Nebergall responded that we are not purchasing access. Subdivisions would be subject to normal standards for land adjoining arterial streets.

Mrs. Frank Graham
1560 Lancaster Drive NE
Salem, Oregon 97301:

Mrs. Graham wanted to know how this was going to affect the well on her property and she was also concerned about the right of way to be obtained. She said she did not feel that the price they would offer would be nearly worth as much as what she wanted to do with her property.

Mr. Nebergall stated that Alternate 1 would place the well within the right-of-way. Federal requirements call for fair market value for property taken.

Mrs. JoAnne Beilke
6025 McLeod Lane NE
Salem, Oregon 97303:

Her concern was with the bike path on McLeod Lane.

Mr. Nebergall commented that we have a problem with narrow right-of-way and available funds, but that McLeod Lane bikepath is not part of this federal project.

Mrs. Beilke also asked about Lockhaven to the west by Whiteaker School and at North River Road.

Mr. Nebergall replied that as currently planned, I-5 would be connected to Chemawa-Lockhaven in the fall of 1983. This is probably optimistic. In any event, we are taking a long look at a possible project for a signal at North River Road and a pedestrian activated crossing at the school, depending upon what happens to an I-5 connection.

As there were no further comments, Mr. Nebergall declared the Public Hearing closed at 8:30 P.M.

PUBLIC HEARING - CHEMAWA-LOCKHAVEN EXTENSION

July 27, 1978 - 7:30 P.M.
Gubser School - Gymnasium

INDIVIDUALS IN ATTENDANCE:

E. Josephine Graham
565 18th Street NE
Salem, Oregon 97301

Mr. & Mrs. Frank Graham
1560 Lancaster Drive NE
Salem, Oregon 97301

Mr. Gary Schmidt
3425 - 34th Avenue NE
Salem, Oregon 97303

Mrs. JoAnne Beilke
6025 McLeod Lane NE
Salem, Oregon 97303

Mr. Gary Schmidt
Rt. 1 Box 60CP
Culver, Oregon 97734

Ms. Helen A. Ebert
2290 Chemawa Road NE
Salem, Oregon 97303

MARION COUNTY
PUBLIC HEARING

Name E. JOSEPHINE GRAHAM
565 18th St. N.E.
Salem, Oregon 97301

Address

City Zip Code

Do you wish to make a statement: ☐ Yes ☐ No
(Please check one)

Organization Represented. prop owner

Reverse side comments will be made a part of hearing transcript

---

MARION COUNTY
PUBLIC HEARING

Name C Schmidt
(Please Print)

Address 3425-34-AVE, NE

City Salem Zip Code 97303

Do you wish to make a statement: ☐ Yes ☒ No
(Please check one)

Organization Represented. none

Reverse side comments will be made a part of hearing transcript.

MARION COUNTY
PUBLIC HEARING

Name Frank Graham
(Please Print)

Address 1560 Lancaster Dr NE.

City Salem Zip Code 97301

Do you wish to make a statement: ☐ Yes ☐ No
(Please check one)
maybe

Organization Represented

Property owner

Reverse side comments will be made a part of hearing transcript.

MARION COUNTY
PUBLIC HEARING

Name JoAnne Beilke
(Please Print)

Address 6625 McLeod Ln NE

City Salem Zip Code 97303

Do you wish to make a statement ☐ Yes ☐ No
(Please check one)

Organization Represented

Reverse side comments will be made a part of hearing transcript.

9271

L.

ROBERT W. STRAUB
GOVERNOR

Executive Department
INTERGOVERNMENTAL RELATIONS DIVISION
ROOM 306, STATE LIBRARY BLDG., SALEM, OREGON 97310

July 17, 1978

Environmental Section
July 18, 1978
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
C. O. Fredrickson
Eddie Welsh
R. E. Kuehn
Glen Green
Bill Kappus
Dick Knowles

NOTED
E. S. HUNTE

Gary Potter
Manager
Environmental Section
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Potter:

RE: McLeod Lane-Oregon
Electric Railroad
PNRS 7805 4 1550

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies. The Departments of Land Conservation & Development and Environmental Quality offered the enclosed comments which should be addressed in preparation of your final Environmental Impact Statement.

We will expect to receive copies of the final statements as required by Council of Environmental Quality Guidelines.

Sincerely,

Kay T. Wilcox
for Martin W. Loring, Manager
Grants Coordination &
Management Section

RECEIVED
TECHNICAL SERVICES
JUL 18 '78
REFER TO
FOR
Info | Act | File

MWL:wb

Enclosures

AN EQUAL OPPORTUNITY EMPLOYER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

McLoil Ln-
Oregon [illegible] DEIS

Project #: ____________ Return Date: [illegible] 3[illegible]
July 14 '78 extension

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - - -

REMARKS

No Comment from Air Quality Div.

Noise Control section Comments attached.

Agency ____________ by ____________ 7/5/78

Department of Environmental Quality
Noise Comments on the Draft E.I.S. for the McLeod-Oregon Electric Railroad Project
(Project #7605-4-1550)

The following are the DEQ's Noise Control Section comments on the Draft E.I.S. for the McLeod Lane-Oregon Electric Railroad highway widening and realignment project near Salem.

1) The Draft's two page discussion of the project's noise impacts was inadequate. Only the barest amount of noise information was presented. The greatest environmental impact this project has is noise pollution. We recommend the Final E.I.S. contain a more detailed noise impact discussion, which would include the following:

   a) The number of noise impacted homes and the amount of impact each will receive;

   b) A noise contour map;

   c) A complete description of the noise mitigation measures proposed and the effectiveness of these measures at reducing noise; and

   d) A discussion of the project noise impacts on homes outside the immediate project area (i.e., on McLeod Lane, Lockhaven Drive and Chemawa Road).

2) Alternative 1 or 2 seems to be the better of the four alternatives proposed. They show the least noise impact and the most noise mitigation potential. Unfortunately, the Draft did not present sufficient information to permit us to determine which of these two alternatives to recommend for construction. We thus recommend both alternatives be carried forward equally by the Highway Division in the Final E.I.S. and neither alternative receive preferential status in the Final.

3) Because of the pressures for suburbanization from Salem in the project area, we recommend the Highway Division encourage the local land-use agencies to take steps to prevent the encroachment of housing on this project.

Norman Jett
[illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7803

Return Date: ____________________

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

REMARKS

Agency ____________________ ____________________

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the City of Salem's comprehensive plan and efforts to update the plan (i.e. the Salem compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the relationship between the statewide land use goals #11 Public Facilities and Services

and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

6/12
lo

9274-

L.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: May 2, 1978

In reply refer to: HEC.1-OR

SUBJECT: Oregon Project M-1830(1)
McLeod Lane-Or Electric RR (Chemawa Rd.)
Draft Environmental Impact Statement

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager,
Environmental Section, ODOT

750-N

The Draft Environmental Statement has been approved by our Assistant Division Administrator on May 1,1978.

Please make copies of this draft statement available, as required by FHPM 7-7-2.

The original signed copy of the Title Sheet is attached for immediate processing.

Original Signed By
E. J. VALACH
Project Development
Engineer
G. L. Green

cc:
Mr. H. S. Coulter (OSHD)
Mr. E. S. Hunter, (ODOT)
Mr. D. E. Swan, (ODOT)

RECEIVED
STATE HWY ENGR
MAY - 4 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.S. COULTER

9274 L.

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

April 17, 1978

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97310

NOTED
E. S. HUNTER

Subject: Draft Environmental Impact Statement
McLeod Lane-Or Electric RR
(Chemawa Road)
Marion County, Oregon

Dear Mr. Green:

The attached draft environmental statement and original title sheet for the subject project is presented for your review. If you approve, please sign the title sheet and return same to this office for printing.

Sincerely,

Campbell M. Gilmour for/

Gary A. Potter
Manager
Environmental Section

GAP:ss

Attachments

cc: H. S. Coulter
E. S. Hunter
C. O. Fredrickson

RECEIVED
TECHNICAL SERVICES
APR 1 '78
REFER TO

9274

2.

STATE OF OREGON **INTEROFFICE MEMO**

DEPARTMENT OF TRANSPORTATION

NOTED
H. S. COULTER

TO: H. S. Coulter
State Highway Engineer

DATE: April 11, 1978

FROM: G. W. Wimer
Local Government Manager

SUBJECT: Engineering and Manpower Needs
Local Government Projects

[illegible]

In keeping with the various state and federal programs administered by ODOT, and to fulfill certain obligations as agreed to between the Association of Oregon Counties and the League of Oregon Cities, the need has never been greater for engineering forces to perform services for local governmental programs and projects. The services being requested by the several local entities pertain namely to preliminary engineering and also construction engineering.

It is becoming more and more essential that we staff our Region offices accordingly to compensate for the requests of local government projects in need of State engineering services. (An example of "Marion County" is attached for your information.)

There is a tremendous increase in the number of projects being submitted that will require the State to perform engineering on their (local) projects, as the schedule of contract lettings will reveal.

There has also been a marked increase in private consultants desiring to perform engineering work on local government projects. The record will show that monitoring coordinating consulting work and accomplishments have been in a wide range from "less than desirable" to "very good".

Currently, there are approximately some 180 local government projects consisting of FAUS (98), FASC (39), and SOS (29), and several SCA (14) in the pipeline. Of the foregoing projects, approximately 100+ have requested PE by State and 130+ have requested CE by State.

The Region Engineers may be able to respond more directly and accurately as to particulars of the matter and to their desire to increase their staffs.

RECEIVED
STATE HWY ENGR
[illegible] 1 [illegible]
REFER TO Keasey
Orig to
✓

GWW/a
Attachment

FORM 81 734-1030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 6, 1978

Phil Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

SUBJECT: Engineering Responsibility
Marion County F.A. Projects

TO: G. W. Wimer
LOCAL GOVERNMENT MANAGER

Attached is a letter from the Marion County Commissioners requesting State to perform preliminary engineering on Federal Aid projects submitted by County.

The following project agreements will have to be revised to indicate State is performing preliminary engineering:

Lancaster Drive - Cordon Road (Salem) Section
State Street FAU 1620

Satter Drive - Silverton Road (Salem) Section
45th Avenue FAU 1615

Dearborn Ave. - Glynbrook St. (Salem) Section
North River Road FAU 1705

Chemawa Road - Claxter Road Section
Verda Lane FAU 1685

In a meeting March 28, 1978, with John Anderson, Marion County Public Works Director, Mr. Anderson requested the State to perform construction engineering on all County Federal Aid projects. I called him April 4, 1978, and verified this is his intent. In addition to the above project agreements, except Verda Lane, the following agreements will require supplements for State to perform construction engineering:

Champoeg Rd. - Case Rd. Section
Giesy-Yergen Rd. (Market Rd. 96)

McLeod Lane - Oregon Electric RR Section
Lockhaven Drive FAU 1237

Region Office recommends approval of Marion County's requests. Please take the steps necessary to revise appropriate documents per County's request.

POS/lea
attachment

PROJECT MANAGEMENT
PPE ☐ CCE ☐ CM ☐
[✓ LGE ☐] TAE ☐ CFE ☐
APR 7 1978
File: PM FA

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Pat McCarthy, Chairman
Walter R. Heine
Harry Carson, Jr.

EXECUTIVE OFFICER
Harold F. Brauner

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

March 29, 1978

REGION 2 ENGINEER
RECEIVED
APR 04 1978
☐ RLE ☐ RBL
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROI
☐ ULE ☐ GFO ☐ RSO ☐ ENV ☐ RFE

Phillip O. Stearns
Region Federal Aid Specialist
Department of Transportation
Highway Division/Region 2
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

We are returning the two sets of agreements on the State Street project, FAU 1620 and the 45th Avenue project, FAU 1617. We would like to request a change in our original applications to request the State Highway to do the preliminary and design engineering. If you could do the same on all other projects submitted to date, it would be appreciated.

The Marion County Public Works Department does not have sufficient staff to undertake this extra work on the Federal Aid projects and we would appreciate your department assisting us in this matter.

Sincerely,

BOARD OF COMMISSIONERS

Pat McCarthy
Chairman

Commissioner

Commissioner

JAA:lk

Enclosures

9274

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 6

INTER-OFFICE CORRESPONDENCE
November 16, 1977
Salem, Oregon

Phil Stearns

FROM: Phillip O. Stearns
REGION II FEDERAL AID ENGINEER

SUBJECT: Federal Aid Participation
Marion County Projects

TO: Gerald W. Wimer
LOCAL PROGRAMS MANAGER

Attached is a request from Marion County to program all phases of County projects for Federal Aid participation.

My records indicate the County has five active projects:

1.)	Giesy-Yergen Road	OSP
2.)	Pudding River (Nusom) Br.	FAS-C
3.)	Silverton Road	FAU
4.)	Verda Lane Bike Path	FAU
5.)	McLeod Lane-OERR	FAU 1830

The Giesy-Yergen Road project was applied for on the old form. Right of way for the project was probably not included as the County indicated none was required. The other projects appear to meet County desire.

Please review these projects and take appropriate steps to fulfill County's request.

POS/dea
Attach.

C.C. D.E Swan

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
NOV 17 1977
m
TAA Zohner
File: PM FA
LG OP

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Harry Carson, Jr., Chairman
Pat McCarthy
Walter R. Heine

EXECUTIVE OFFICER
~~[illegible]~~
Harold F. Brauner
LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

November 9, 1977

REGION 2 ENGINEER
RECEIVED
NOV 09 1977
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

Mr. Phil Stearns
Federal-Aid Engineer, Region II
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

Marion County would like to clarify its position regarding all of the phases of the current FAU, FAS-C and Off-System projects.

We would like to amend all current applications to include the following:

> "It is requested that the State Highway Division shall program all phases of each project for cost participation, whether it be FAU, FAS-C or Off-System.

If it is necessary for Marion County to submit any further amendments to the original application to accomplish the above, please so advise us and send us the necessary forms.

Sincerely,

BOARD OF COMMISSIONERS

Harry Carson Jr
Chairman

Pat McCarthy
Commissioner

Walter R Heine
Commissioner

JAA:lk

cc: John A. Anderson
Frank McKinney
J. Bruce Boyd
Don Harwell

9274

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67804-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Marion County
Courthouse
Salem, Oregon 97301

Attention of Mr. Edwin P. Morgan
County Clerk

Request No. (assigned by staff engineer or head of section) cc-1694

Date March 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Preliminary Engineering $1,650.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for preliminary engineering of McLeod Lane-Oregon Electric Railroad Section of Chemawa Rd., FAU 1830. Covered by agreement dated 6/17/75		1,250.00
		To be Retained		$ 400.00
		Acct. Ref. MARIONC 001172 APE		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 1,650.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 324-1980-297

Submitted by: F. Hildebrandt
F. F. Hildebrandt

Approved:
Regional Engineer

Approved:
G. N. Hopkins Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

9274

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

COURTHOUSE, SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

February 9, 1977

REGION 2 ENGINEER
RECEIVED
[illegible] 1977
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ RLO ☐ RFO ☐ ROC ☐ RFE

Mr. Phillip O. Stearns
Oregon State Highway Division
Region 2 - Federal Aid Engineer
2960 E. State Street
Salem, Oregon 97310

RE: McLeod Lane, Oregon Electric Railroad Section, Lockhaven Drive (FAU 1830) Marion County, Oregon.

Dear Phil:

We are enclosing a Summary Sheet, listing expenditures through December 31, 1976 incurred in preparing Preliminary Engineering data for the subject project. Total reimbursable expenditures (through December 31, 1976), are $3,929.25.

Further billings, in not less than two month intervals, will be rendered when due. If further information is required, we shall be happy to supply it.

Very truly yours,

John A. Anderson
Director of Public Works

Robert C. Jurica

Robert C. Jurica
Supervising Engineer

AA:lk

Enclosure

Approved 2-15-77
Phillip O. Stearns

[illegible]

[illegible]arion County Public [illegible] Dept.
Expenditures Ref. A.U. 1830 - Chemawa-[illegible] Extension 616
From January 1, 1975 Through December 31, 1976

		Monthly Costs	Total	Actual To Date
	January, 1975			
	Labor			
	Dick Paynter	1250		
	Surveyor - Printing Charges	280	1530	
	June, 1975			
	Labor			
✓	Allin Axford	15357		
	Bills			
	* Oregon State Hwy Dept.	165000	180357	
	July, 1975			
	Labor			
✓	Allin Axford	41644		
✓	Nancy Zillinski	2058		
✓	Gayle Allen	991	44693	
	September, 1975			
	Labor			
✓	Allin Axford	40044		
✓	Edward Stiner	776		
	Bills			
✓	The Shutterbug	1038	41858	
	October, 1975			
✓	Allin Axford	71675	71675	
	January, 1976			
	Surveyor - Printing Charges	60	60	
	February, 1976			
	Surveyor - Printing Charges	200		
	D.H. Stenson	2020	2220	
	March, 1976			
	Labor			
✓	Allin Axford	18500		
	Dick Paynter	14713		
✓	Edward Stiner	2328		
	Surveyor - Printing Charges	632		
	L.E. Bachelor	31.64		
	[illegible]	[illegible]	42277	

		Costs	Total
	January, 1975		
	Labor		
	Dick Paynter	1250	
	Surveyor - Printing Charges	280	1530
	June, 1975		
	Labor		
✓	Allin Axford	15357	
	Bills		
	* Oregon State Hwy Dept.	165000	180357
	July, 1975		
	Labor		
✓	Allin Axford	41644	
✓	Nancy Zillinski	2058	
✓	Gayle Allen	991	44693
	September, 1975		
	Labor		
✓	Allin Axford	40044	
✓	Edward Stiner	776	
	Bills		
✓	The Shutterbug	1038	41858
	October, 1975		
✓	Allin Axford	71675	71675
	January, 1976		
	Surveyor - Printing Charges	60	60
	February, 1976		
	Surveyor - Printing Charges	200	
	D H Stenson	2020	2220
	March, 1976		
	Labor		
✓	Allin Axford	18508	
	Dick Paynter	14713	
✓	Edward Stiner	2328	
	Surveyor - Printing Charges	632	
	L E Bachelor	3164	
	D K Woolley	6432	42277

Marion County Public Works Dept.
Expenditures For F.A.U. 1830 Chemawa - Lockhaven Extension 616
From January 1, 1975 through December 31, 1976

	Monthly Costs	Total	Actual To Date
April, 1976			
Labor			
Dick Paynter	22338		
Surveyor - Printing Charges	660		
RR Nettleton	19800		
Bills			
Salem Blueprint	120		
Harvey Gunsted	7000	49918	
May, 1976			
Labor			
✓ Allen Axford	24901		
✓ Dick Paynter	1535	26436	
June, 1976			
✓ Labor			
Allen Axford	17835		
✓ Robert Jurica	1748	19583	
July, 1976			
Labor			
✓ Allen Axford	5047	5047	
Dick Paynter - August, 76.	1465	1465	
September, 1976			
Labor			
Surveyor - Printing Charges	120		
✓ Allen Axford	2896		
L.E. Bochsler	19720		
RR Nettleton	15336		
Dick Paynter	4724		
D.K. Woolley	12852	55648	
October, 1976			
Labor			
✓ Allen Axford	5792		
L.E. Bochsler	2958		
R.R. Nettleton	2556		
Dick Paynter	1650		
D.K. Woolley	2142	15098	

·	Dick Paynter	22338		
	Surveyor - Printing Charges	660		
	RR Nettleton	19800		
	Bills			
	Salem Blueprint	120		
	Harvey Gustad	7000	49918	
	May, 1976			
	Labor			
✓	Allin Axford	24901		
✓	Dick Paynter	1535	26436	
	June, 1976			
✓	Labor			
	Allin Axford	17835		
✓	Robert Jurica	1748	19583	
	July, 1976			
	Labor			
✓	Allin Axford	5047	5047	
	Dick Paynter - August, 76	1465	1465	
	September, 1976			
	Labor			
	Surveyor - Printing Charges	120		
✓	Allin Axford	2896		
	L.E. Bochsler	19720		
	RR Nettleton	15336		
	Dick Paynter	4724		
	DK Woolley	12852	55648	
	October, 1976			
	Labor			
✓	Allin Axford	5792		
	L.E. Bochsler	2958		
	R.R. Nettleton	2556		
	Dick Paynter	1650		
	DK Woolley	2142	15098	
	December, 1976			
	Surveyor - Printing Charges	60	60	557925
1	* Oregon State Highway Dept. deposit, not re-imbursable			165000
	Expenditures Thru' Dec. 31, 1976			392925

9274

1-14-77

LOCATION NARRATIVE
McLeod Ln. - Oregon Electric Railroad (OERR) Section
Chemawa Rd. Co. (FAU 1237)
Marion County

HISTORY: This project has been approved for funding by the Oregon Department of Transportation as a Federal Aid Urban Project under the "Six Year Highway Improvement Plan".

Marion County initiated a Federal Aid Urban State System Project request on October 2, 1974. An Authority for Survey was submitted December 24, 1974. A second Authority for Survey was submitted July 31, 1976.

Under the first Authority, Marion County was to perform the survey. With the second Authority it was proposed the State undertake the survey and subsequent design.

A preliminary design and estimate was presented for County approval October 29, 1976. This early proposal was nearly twice the Counties original estimate. A modified design followed. With reduced section and a new alignment, costs were lowered. The new alignment reduces damage to properties adjacent the project.

Using the new or "L_2" alignment, two estimates were prepared. These estimates were presented to Marion County at the November 24, 1976, Interdisciplinary Team 2 meeting. Subsequently, Marion County contacted us requesting that we proceed with a modified "L_2" Alternative A design.

Appendix A includes copies of the pertinent correspondence.

STANDARDS: This section meets guidelines set forth in "A Policy on Design of Urban Highways and Arterial Street, 1973" by The American Association of State Highway Official Design speed is 40 MPH. It is assumed that this section will be posted at 35 MPH.

TYPICAL SECTION: The base design supplied by Clarence Gregg follows:

SURFACING

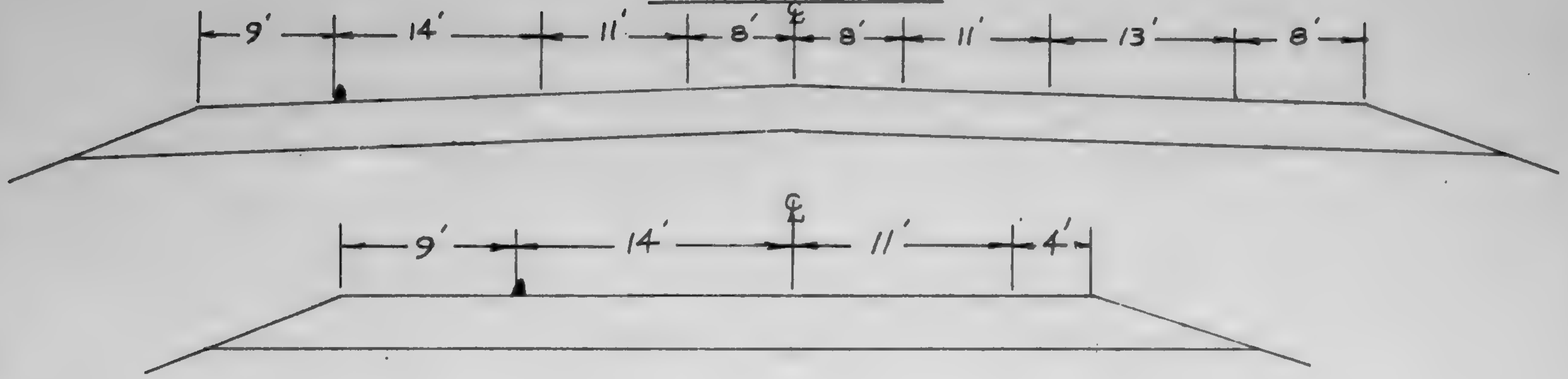
1 1/2" AC wearing course (future)
3 1/2" AC wearing course (immediate)
10" crushed aggregate base

Hopkins
Harwell
Holmes R
Prange
Unrein

RECEIVED
JAN 18 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up___/___/___
Other________

ROADWAY SECTION



See appendix B.

HORIZONTAL: ALIGNMENT A 'P' line was run using United State Coast and Geodetic Survey triangulation points for control. Local datum plane coordinates were used to close and balance the survey. The "L" and "L_2" lines were computed using 'P' line coordinates. Control on the ends consists of existing centerlines extended to their intersection. The L_2 alignment consists of short tangents joined by spiraled 8° curves. Deltas are 19°51'03" left, 45°53'00" right, and 20°10'10" left.

VERTICAL: ALIGNMENT Matching existing grades well west of the OERR tracks, helps prevent railroad infringement. A nominal 1 1/2" overlay controls grade at the west. Grades and super elevations have been computed to fit with County plans to widen and curb this section when traffic demands.

RIGHT OF WAY: Right of way requirements are determined from the needs of a future four lane section. This final four lane section was plotted on the cross sections. Right of way was picked to allow a narrow buffer zone between the slope catches and the right of way line. Horizontal alignment was arranged to minimize damage to adjacent property.

STRUCTURES: There are no structures involved in this project.

DRAINAGE: Area residents have expressed concern over surface water runoff. New construction in the the project area has increased drainage problems. Provisions have been made to move all surface water entering the project west to an existing county storm sewer. By so doing, we shall not add to present drainage problems.

DRAINAGE: cont'd Drainage facilities required are two runs of 24" storm sewer pipes. One 108' long, the other 180' long. These two pipes will carry water from ditches paralleling the roadway to the existing county storm sewer near L_2 sta. 40+30. An existing 12" culvert will be extended 80' under the new roadbed. Two 'D' inlets will also be required. A special ditch is to be constructed from "L_2" 51+75 to 54+34 right of centerline. Other ditches will occur at the toe of the fill slopes as an integral part of the roadway section.

SPECIAL PROVISIONS

Item (2) Section 111a, Temporary Protection and Direction of Traffic. Specification for this work should include the maintenance of access to local road connections as noted in "Stage Construction".

Item (8) Section 203, Measurement and Payment for work under this section will be embankment in place. Payment will include approximately 11,000 cubic yards of general excavation on the total project. The ditches occuring at the toe of the fill slopes are included in this classification.

9274

By: Perry A. Crosley

McLEOD LANE - OREGON ELECTRIC RAILROAD
MARION COUNTY ROAD NO. 619
MARION COUNTY
JANUARY 6, 1977

NOTES AND SUMMARY

This county road project located in the unincorporated "Bedroom" area of Salem, known as Keizer, involves four takings for right of way. The takings are, for the most part, undeveloped land currently used as pastures adjacent to single family homes. With the exception of an unused well and pumphouse and fencing there are no structures to be taken. Therefore there is no relocation of businesses, families, or signs and n need of relocation study.

There are no minorities affected by the right of way acquisition.

No additional right of way is required for the re-establishment of any utilities.

A fencing allowance may be required if it is ascertained in acquisition that there is need of it because of animals.

The project is too small to have any impact on real estate values in the neighborhood nor will there be any significant affect to properties other than those directly affected by the right of way takings.

The access is unrestricted. There needs to be a curb cut in the curb protecting the bicycle path at approximately Eng. Sta. 41+20 left side to accommodate the existing driveway. None of the other taking remainders have driveways to the proposed road.

The right of way cost estimates are as follows:

G. L. & J. M. Schmidt	$9,500
R. A. & V. E. Nopp	10,800
P. A. Nopp	21,200
F. E. & E. J. Graham	4,900
Possible fencing allowances	1,700
TOTAL	$48,100

The lead time to acquire right of way is estimated to be 6 months.

9274

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 30, 1976

FILE: 324-1980

Don Thurston

FROM: Don Thurston
ASSISTANT RESIDENT ENGINEER

SUBJECT: McLeod Ln.-Oregon Electric RR
Chemawa Rd. FAU 1237
Marion County

TO: Memo to the files

Telephoned Bob Jurica, Marion County Engineer's office this date. We discussed the letter from Donald Shaffer, Bicycle Route Engineer to C. O. Fredrickson, Region 2 Engineer dated December 16, 1976 about the proposed bikepath on the subject project.

I told Mr. Jurica that we would be required to provide a curb between the two-way bikepath and the travel lane. We will submit the field design showing an extruded AC curb between the bikepath and travel lane. Occasional openings for drainage will be provided.

Mr. Jurica said this would be okay as long as an adequate opening was left at each end for access of maintenance equipment. The option of changing the section to one-way bikepaths, one each side, is still open. This could be accomplished by moving the pavement stripes.

DT/la
cc: C. O. Fredrickson

OREGON STATE HIGHWAY DIVISION
JAMES E. CHANEY Resident Engineer
RECEIVED
DEC 30 1976

NOTED

RES	ASST	ASST			OM
☐	☐	☐	☐	☐	☐

Appendix B

9274

3-24-1980

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 16, 1976

FILE:

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: McLeod Lane-Oregon Electric RR
FAU 1237, Marion County

TO: C.O. Fredrickson
Region 2 Engineer

RECEIVED

A November 24 memo to the files from Dennis Miller concerning the above named project has been brought to my attention. This is to voice my objection to the concept of striping a 10-foot bikeway on one side of any road with the anticipation that it will be used for two-way bicycle travel.

The 38-foot section being provided could be properly delineated in two ways; two 12-foot travel lanes and two 6-foot shoulder bikeways, or two 11-foot lanes with a 4-foot shoulder on one side with 3-foot of shy and a 9-foot bikeway on the other side. The bikeway must have a 6-inch curb separating it from the travel lane if the latter section is adopted.

DES:jp
cc Bob Jurica
David Terbell
Don Earle

cc Don Thurston

OREGON STATE HIGHWAY DIVISION
RECEIVED

Appendix 3

1274

2.

1859

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

RECEIVED
STATE HWY ENGR
MAY 6 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

May 4, 1976

Mr. Robert C. Jurica
Civil Engineer
Marion County Department
of Public Works
Floor 2M, Marion County Courthouse
Salem, OR 97301

750-H

Dear Mr. Jurica:

Thank you for your letter of April 7 requesting information from this office relative to the Lockhaven Drive extension.

I understand there has been previous coordination by the Oregon Department of Transportation Planning Section, the Environmental Section and the Federal-aid Engineer of Region 2 of the Highway Division with Marion County concerning this proposal. I recommend you continue this coordination effort so that a meaningful course of action to accomplish your desired ends can be pursued.

If you are aware of specific information which our office may have relative to your proposal, we would be happy to provide this.

Sincerely,

Governor

RWS:ty

bcc Department of Transportation
(F. B. Klaboe - Extension 6516)

NOTED
MARIE STEPHENS

COPY

DEPARTMENT OF PUBLIC WORKS

COURTHOUSE, SALEM, OREGON 97301

TELEPHONE 588-5036
AREA CODE 503

APR 12 REC'D

April 7, 1976

Governor's Office, Natural Resources
207 State Capitol
Salem, Oregon 97310

Gentlemen:

This will inform you that Federal Aid Urban Project F.A.U. 1830, connecting Lockhaven Drive with Chemawa Road, has been approved for preliminary engineering to prepare a Draft Environmental Impact Statement. We are asking you to supply us with any information which would assist in formulating a design for the project. The information can be submitted in writing, or a meeting can be arranged.

The project is known as the Chemawa-Lockhaven Extension to the Salem Area Transportation Study staff and constituents. A copy of the Draft Project Prospectus and location map are enclosed to help identify the proposal.

RECEIVED
STATE HWY ENGR
APR 16 '76
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

Sincerely,

Robert C. Jurica

Robert C. Jurica
Civil Engineer
Marion County Department of Public Work:
Floor 2M - Marion County Courthouse
Salem, Oregon 97301
Phone 588-5036:

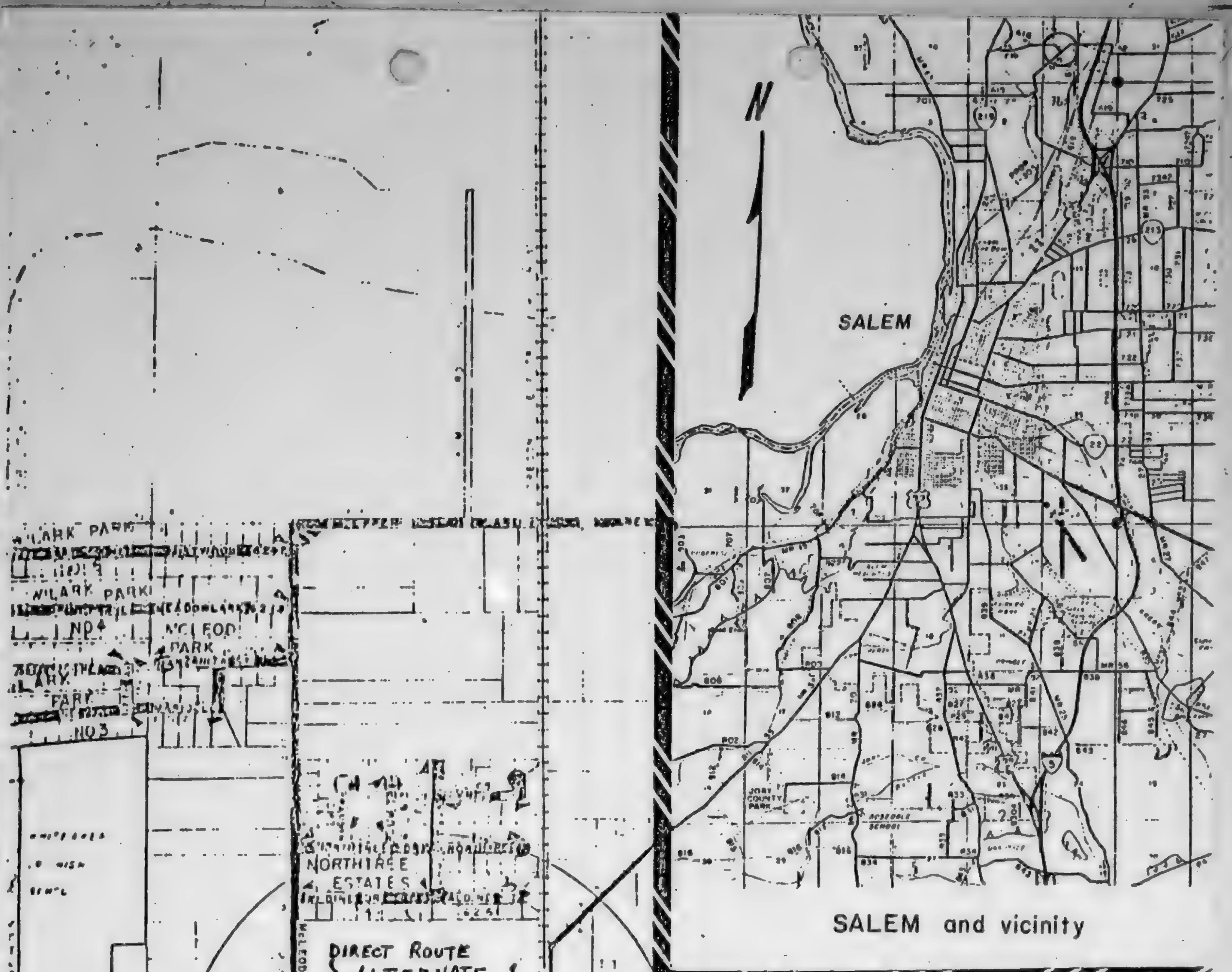
AA:lk

Enclosure: Project Prospectus map
Location map

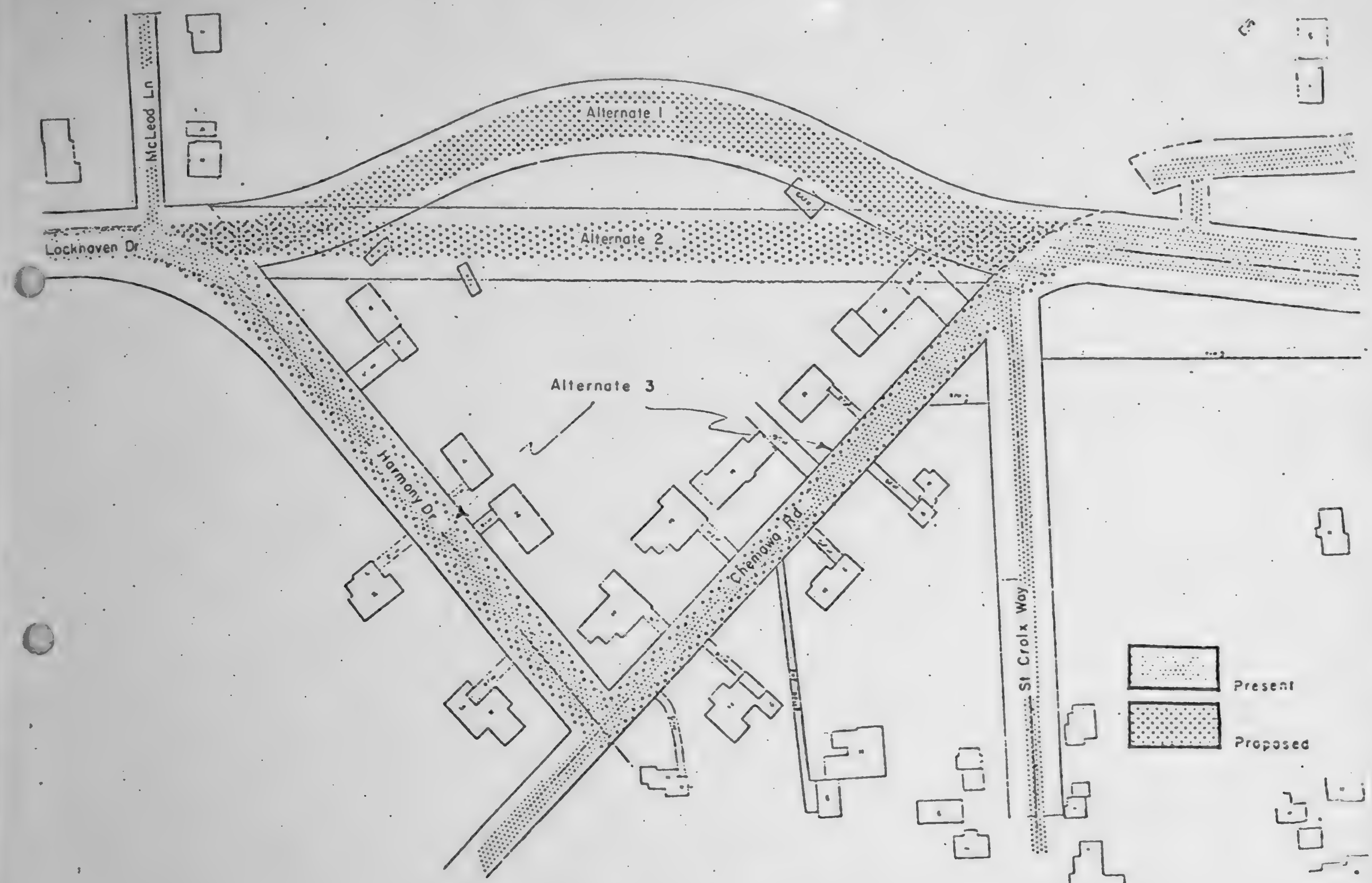
CC: Phil Stearns
CC: Dave Haug
CC: Board of Commissioners

Send to Len —
I don't think
this 's my ba

RECEIVED
[illegible]
LOCATION
SECTION



N
SALEM
SALEM and vicinity
WILARK PARK
WILARK PARK
NO 4
McLEOD PARK
LARK PARK
NO 3
NORTHTREE ESTATES
McLEOD LN
LOCKHAVEN DR
DIRECT ROUTE
ALTERNATE 1
NEW R/W
HARMON DR
ALTERNATE 3
ALTERNATE 2
ST CROIX WAY
CHEMAWA RD
NEW OVERPASS
(AS BUILT)
WHITEAKER PARK
CHEMAWA PARK
LANCER PARK
LARNDALE


McLeod Ln
Lockhaven Dr
Alternate 1
Alternate 2
Alternate 3
Harmony Dr
Chemawa Rd
St Croix Way
Present
Proposed

FAU 1830 PROSPECTUS MAP

9274

June 18, 1975

Board of County Commissioners
Marion County
Courthouse
Salem, OR 97301

Attention: T. Harold Tomlinson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5344

Gentlemen:

Attached for your records is a fully executed copy of an urban system project agreement covering the construction of a connection on Lockhaven Drive between McLeod Lane and the Oregon Electric Railroad.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

9274

5-28-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Transaction No. 6-14

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 05-28-75

BY (Signature): L. W. Rulien's May 12, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS* ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 35 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
35	M-1830(1)	0.24	$15,000	$11,700

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
McLeod Lane-Oregon Electric Railroad Section Marion County State of Oregon	Preliminary Engineering

RECEIVED
COUNTY & CITY SECTION
MAY 30 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☒ RPE ☐

REMARKS (Division)

You are authorized to proceed with all phases of Preliminary engineering with the understanding that full design standards for this section will be considered.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 05-28-75	SIGNATURE AND TITLE G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO. 6-14

DATE SUBMITTED TO D.O. MAY 28 1975

FORM PR-1 (REV. 4-61)

5-10-75

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) Co.Rd., 1.3 mi. N. of Salem	ADT	PRESENT 2,600	FUTURE 5,200	YEAR 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	OA CLASSIF.	OA AREA	EMERG. YR. B2	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 1830

CARD

CLASS OF FEDERAL FUNDS: Urban System

COUNTY NAME: Marion

NAME OF URBAN AREA: Salem 161

ROUTE NO. U

FEDERAL-AID 1830

STATE Co.Rd.

U.S. - -

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5	10			1	**PE**	3	Co.Rd. 1.3 mi. N. of Salem	0.24	15,000	11,700	1,650	1,650 (Co
5					**ROW**							
5					**CONST** (CODE)		"McLeod Lane-Oregon Electric Railroad Section"					
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.24	15,000	11,700	1,650	1,650 (Co

PROGRAM APPROVAL DATES

MAY 28 1975

FHWA OREGON DIVISION

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

o-14

Y 28 1975

FORM PR-1
(REV. 4-61)

5-10-75

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CT LOCATION (45 typewriter spaces) Rd., 1.3 mi. N. of Salem	ADT	PRESENT 2,600	FUTURE 5,200	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32	ITEM NO. 35

ORK (35 typewriter gineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. 82	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) M- · NUMBER 1830 · SEQ. NO. (1)	I. Projects Only: POST MI. · DESIG.

Urban System

Salem 161

COUNTY NAME: Marion · CODE 047

ROUTE NO.: U · FEDERAL-AID 1830 · STATE Co.Rd. · U.S. - -

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E	3	Co.Rd. 1.3 mi. N. of Salem	0.24	15,000	11,700	1,650	1,650 (Co.)	P.E. all phases incl. PS & E prep.
W								(Future construction on new alignment to provide for a curbed roadway variable 4 to 2 lane and sidewalk/bikeway
NST		"McLeod Lane-Oregon Electric Railroad Section"						ROW - 80' min.; Access Control-partial; Parking restrictions-complete.
		PROJECT TOTALS	0.24	15,000	11,700	1,650	1,650 (Co.)	

OVAL DATES
Y 28 1975
OREGON DIVISION

REMARKS

-over-

USCOMM DUSCOMM-DC 48903-P61

McLEOD LANE-OREGON ELECTRIC RAILROAD SECTION

PROJECT NO. M-1830(1)

Existing Facility: No existing facility. Traffic currently routed southerly via Harmony Drive from McLeod Lane to a connection with Chemawa Road.

Adjacent Sections:

W. End - - - - - 20-foot AC surface with 4-foot shoulders.
E. End - - - - - Connection with Chemawa Road 4 - 12-foot lanes with 16-foot median and 10-foot shoulders constructed under Project No. I-5-5(36)260.

Project Data: Work under this project consists of all phases of preliminary engineering including PS & E preparation for the future construction on new alignment necessary to extend Lockhaven Drive easterly to a connection with Chemawa Road and provide for a curbed roadway section varing from 4-lane on the east end to 2-lane on the west end and combination sidewalk/bikeway.

Note: Portions of the preliminary engineering work will be accomplished by Marion County forces with required supervision and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: State and District 2 Clearinghouse A-95 review letters of approval dated April 7, 1975 and March 6, 1975, respectively.

FHPM 7-7-5 Requirements: Public hearings will be held.

FHPM 7-7-2 Requirements: Project environmental assessment has been previously submitted under separate action as Project M-1237(-).

Data for PR-37: Preliminary Engineering -

Field work	$11,000
PS & E Preparation	4,000
Total	$15,000

Note: This project is in Congressional District No. 2.

9274

FAU

JOHN A. ANDERSON, P.E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301
(503) 588-5036

THEODORE KUENZI
ASST. DIR. OF PUBLIC WORKS
AND ASST. COUNTY ENGINEER

GLENN ROBERTSON
HIGHWAY SUPERINTENDENT

JEAN K. JAKOLA
ADMINISTRATIVE ASSISTANT

JERRY CONNOR
SOLID WASTE MANAGER

DONNA LAKIN
ADMINISTRATIVE ASSISTANT

May 14, 1975

RECEIVED
COUNTY & CITY SECTION
MAY 15 1975
☑ ENGR. ☐ COOR. ☑ CE ☐ AB ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

~~Bob Review and return to Co/City~~
H

Mr. Bruce Phelps
Traffic Coordinator
Council of Governments
Civic Center - Room 305
555 Liberty Street SE
Salem, Oregon 97301

Dear Bruce:

In confirmation of our telephone conversation of May 5, 1975, I am outlining the areas in which we are soliciting the assistance of the COG organization in formulating the D.E.I.S. for the Chemawa-Lockhaven Extension Project - FAU 1237. Referring to your memo of September 13, 1974 to the SATS Coordinating Committee, identification of any secondary effects and preparation of data on them and addressing such subjects as land use, neighborhood cohesion, aesthetic, hydrogeologic conditions, and general social-economic conditions were to be handled by COG. We discussed the premise that prognostication of secondary effects was dependent upon some preliminary design ideas. In this case, we are duty bound to consider reasonable alternatives and assemble facts related to each choice, including the "no-build" option.

There are two other identifiable options at this time. One can be identified as Lockhaven Drive Extension. This has tended to be the most prominently mentioned alternative in the development of the SATS 1982 Amended Transportation Plan, including adjustments by the Right-of-Way Set-Back Subcommittee and approved by the Coordinating Committee in 1974. The intent to proceed over new alignment from the present terminus of Lockhaven Drive at the McLeod Lane (and Harmony Drive) intersection to join the Chemawa Road link to the new I-5 Overpass is clearly delineated on maps and drawings widely circulated in the area. The Overpass is identified as the Chemawa Interchange of the Woodburn Interchange-Hayesville Interchange Section of the Pacific Highway on OSHD documents. This option is therefore a firm candidate for evaluation.

Don
H

Another alternative which demands attention, irrespective of the results of further study, is the possibility of some upgrading of Harmony Drive between Lockhaven Drive and Chemawa Road on the present 60-foot right-of-way, necessary improvements of the intersection with Chemawa Road and upgrading of Chemawa Road construction, geometry and traffic control to properly handle the projected loadings expected at the connection with the new overpass road identified above. This alternative appears to resemble the no-build option in some respects. In effect, it merely contemplates improvement of the existing Harmony Drive-Chemawa Road link. This alternative should be identified as the "Harmony Drive Link".

Other alternatives may be identified in the course of developing the D.E.I.S. However, the three alternatives above are complicated by the status of such factors as I-305, I-5 access at the "interchange", and predicted traffic loadings.

We will discuss these obvious factors in reverse order. Updated predicted traffic loadings have been requested from the transportation analyst at ODOT for four possible conditions.

1. Lockhaven Extension and Chemawa Road, East of Harmony Drive intersection, with NO I-5 Interchange.
2. Lockhaven Extension and Chemawa Road, East of Harmony Drive, WITH an I-5 Interchange.
3. Harmony Drive-Chemawa Road WITHOUT Lockhaven Extension and NO I-5 Interchange.
4. Harmony Drive-Chemawa Road WITHOUT Lockhaven Extension, but WITH I-5 Interchange.

NOTE: We requested the above loadings, adjusted to reflect the effect of extending the Urban Growth Boundary to Clear Lake between North River Road and Wheatland Road.

We discussed the concept of reporting your studies in a form that could be used with practically no rewrite to accomplish some economy in this operation. We feel that this is good, but would appreciate a chance to review the studies in draft stage to coordinate any current developments and perhaps identify items not covered in the draft form. Some of the material will be best presented in narrative form and some in tabular or graphical format. It seems customary in E.I.S. format to include generally narrative treatment in the body of the report, with strictly technical data included in appendices. We will conform to this custom.

Furnishing an absolute schedule for accumulation of data is not possible until agreements have been signed and definite dates established. However, there is a reasonable certainity that a definite date will be known within six months. Much of the data which will be researched is not highly time sensitive. Historical data will be immutable. Much of the social-economic evaluation will be more affected by the geometry of the highway improvement than whether consideration of the effects are started in April of 1975 or October of the same year. Therefore, since the staffs of the agencies involved in preparation of the D.E.I.S. have additional responsibilities to meet and the D.E.I.S. is an essential step in preparation for required public meetings and possibly hearings leading to the preparation of the final E.I.S., it would seem prudent to begin work at once on D.E.I.S. preparation. A preliminary estimate of the minimum time required from D.E.I.S. to public hearing was 58 days. Add to that the time required for County-City to prepare the E.I.S. and the possibility of another time lag because of public meetings and hearings, the urgency for getting some early action is apparent.

We are proceeding to put together a rough draft D.E.I.S. following the outline in the Federal Aid Highway Program Manual Transmittal 107, dated December 30, 1974. Attached are excerpts from the manual annotated to indicate our requests for your assistance with the D.E.I.S. For scheduling purposes, we should like to have each of the studies in thirty days from the time you are notified that the agreement has been signed, payment forwarded, and FHWA approval has been granted to begin the project.

As you are doubtless aware, COG time is not eligible to participate in FAU funding for D.E.I.S. preparation.

Very truly yours,

Allin Axford

Allin Axford
Department of Public Works

AA:mm
Attachments

cc: John A. Anderson)
Richard Unrein) Attachments not included.
Phil Stearns)

9274

fan

**OREGON STATE
HIGHWAY DIVISION**

PRO 6-2

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 12, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-1830(1)

RECEIVED
COUNTY & CITY SECTION
MAY 1 4 1975
☑ ENGR. ☐ COOR. ☑ JE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☒ RPE ☐

We are submitting program data for one preliminary engineering project, Item No. 35, Project No. M-1830(1), "McLeod Lane-Oregon Electric Railroad Section", which we desire to have included in the Federal-aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering necessary to obtain location/design approval.

Copies of State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval dated April 7, 1975 and March 6, 1975, respectively, were previously submitted under separate transmittal.

Enclosed is a copy of Marion County's "Federal-aid Urban System Project Request" dated October 2, 1974.

Encl.

CL:js

Budget Bureau No. 41-R2067;
U.S.

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

FORM PR-1
(REV. 4-61)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 5-10-75

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co.Rd., 1.3 mi. N. of Salem 21 65	ADT	PRESENT 2,600	FUTURE 5,200 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	OA CLASSIF. (70)	OA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 25	NUMBER 1830 7

CARD	CLASS OF FEDERAL FUNDS Urban System		COUNTY NAME Marion			CO 04 (14)
	NAME OF URBAN AREA Salem 17-31	ROUTE NO. U	FEDERAL-AID 1830 (32)	STATE Co.Rd. (36)	U.S. - - (37)	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					**PE**		Co.Rd. 1.3 mi. N. of Salem	0.24	15,000	11,700	1,650	1,650 (Co.
5					**ROW**		"McLeod Lane-Oregon Electric Railroad Section"					
5					**CONST** (CODE)							

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.24	15,000 (16) (23)	11,700 (24) (31)	1,650	1,650 (Co.
1	14	PROGRAM APPROVAL DATES					REMARKS	

RECEIVED
COUNTY & CITY SECTION
MAY 14 1975
☑ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UL
☐ UPE ☐ CE ☐ RE ☐ RPE

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

5-10-75

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., 1.3 mi. N. of Salem	ADT	2,600	5,200	95	10	Oregon	41	W32	35

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	FA CLASSIF.	FA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
ngineering								M-	1830	(1)		

PROJECT NUMBER; I. Projects Only

Urban System

Salem

COUNTY NAME: Marion CODE: 047

ROUTE NO.: U FEDERAL-AID: 1830 STATE: Co.Rd. U.S.: - -

PROGRAM STAGE: ☐ 1 or ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		Co.Rd. 1.3 mi. N. of Salem	0.24	15,000	11,700	1,650	1,650 (Co.)	P.E. all phases incl. PS & E prep.
OW								(Future construction on new alignment to provide for a curbed roadway variable 4 to 2 lane and sidewalk/bikeway
ONST		"McLeod Lane-Oregon Electric Railroad Section"						
		PROJECT TOTALS	0.24	15,000	11,700	1,650	1,650 (Co.)	ROW - 80' min.; Access Control-partial; Parking restrictions-complete.

OVAL DATES

REMARKS

RECEIVED
COUNTY & CITY SECTION
MAY 14 1975
☒ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

-over-

USCOMM DUSCOMM-DC 48908-P61

McLEOD LANE-OREGON ELECTRIC RAILROAD SECTION

PROJECT NO. M-1830(1)

Existing Facility: No existing facility. Traffic currently routed southerly via Harmony Drive from McLeod Lane to a connection with Chemawa Road.

Adjacent Sections:

W. End - - - - - 20-foot AC surface with 4-foot shoulders.
E. End - - - - - Connection with Chemawa Road 4 - 12-foot lanes with 16-foot median and 10-foot shoulders constructed under Project No. I-5-5(36)260.

Project Data: Work under this project consists of all phases of preliminary engineering including PS & E preparation for the future construction on new alignment necessary to extend Lockhaven Drive easterly to a connection with Chemawa Road and provide for a curbed roadway section varing from 4-lane on the east end to 2-lane on the west end and combination sidewalk/ bikeway.

Note: Portions of the preliminary engineering work will be accomplished by Marion County forces with required supervision and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: State and District 2 Clearinghouse A-95 review letters of approval dated April 7, 1975 and March 6, 1975, respectively.

FHPM 7-7-5 Requirements: Public hearings will be held.

FHPM 7-7-2 Requirements: Project environmental assessment has been previously submitted under separate action as Project M-1237(-).

Data for PR-37:	Preliminary Engineering -	Field work	$11,000
		PS & E Preparation	4,000
		Total	$15,000

Note: This project is in Congressional District No. 2.

9274

JOHN A. ANDERSON, P.E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301
(503) 588-5036

fau

THEODORE KUENZI
ASST. DIR. OF PUBLIC WORKS
AND ASST. COUNTY ENGINEER

GLENN ROBERTSON
HIGHWAY SUPERINTENDENT

JEAN K. JAKOLA
ADMINISTRATIVE ASSISTANT

JERRY CONNOR
SOLID WASTE MANAGER

DONNA LAKIN
ADMINISTRATIVE ASSISTANT

April 30, 1975

Mr. Phillip O. Stearns
Region 2 Federal Aid Engineer
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

RE: Proposed Agreement-FAU 1237-Lockhaven Drive

Dear Mr. Stearns:

As a follow-up to a meeting held yesterday with Don Harwell and Dick Unrein, we are returning the Proposed Agreement on Lockhaven Drive, FAU 1237, to your Office.

It is our request that the Agreement be revised to include the work done by the County as a Federally funded cost. This would include development of the Draft E.I.S. and holding public hearings. It is anticipated that C.O.G. and O.D.O.T. Staff will aid in the development of the Draft E.I.S. but their time will not be considered as a Federal aid eligible item.

It is understood, that a list of Staff and Qualifications is required in order for our work to be Federally funded. This information is being compiled and should be sent to you within a week.

Please feel free to contact this Office if you have any questions or desire any further information.

Very truly yours,

John A. Anderson
Director of Public Works

Dean

Dean Nebergall
Department of Public Works

Attachments
DN:lk
cc: Don Harwell, City-County Section✓
State Highway Division
cc: Dick Unrein, City-County Section
State Highway Division
cc: Frank McKinney
cc: Allin Axford
cc: John Anderson

RECEIVED
COUNTY & CITY SECTION
MAY 1 - 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

9274

Salem, Oregon

April 16, 1975

Mr. D. E. Swan
Project Management

Richard Unrein
Urban Engineer
County-City Unit

Urban System Project Programming Request

County: Marion   Section: McLeod Lane-Oregon Electric Railroad
Lockhaven Drive, FAU 1830

Proposed Work: All phases of preliminary engineering necessary to prepare project for contracting is to be done by State personnel.

Costs:

	Total	Federal	State	County
*Preliminary Engineering	$ 15,000	$ 11,700	$ 1,650	$ 1,650
Right-of-Way	(55,000)	(42,900)	(6,050)	(6,050)
Construction	(160,000)	(124,800)	(17,600)	(17,600)
	$230,000	$179,400	$25,300	$25,300

*Field--$11,000   P.S.&E.--$4,000

Existing Facilities:

Lockhaven Drive: 20-foot pavement with 4-foot shoulders.

Proposed Project: Realignment of Lockhaven Drive. Construct a four-lane facility on east end of project and taper to two-lane facility on west end of project. Acquire necessary right-of-way. Provide eight-foot sidewalk/bikeway.

Project No.: M-1830(-).

Additional Right-of-Way: Yes.

System Action: None required.

Railroads: Oregon Electric Railroad

Airports: None.

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

Water Developments: None.

Historic and Recreation Areas: None.

Relocation Assistance Payments: Not required.

Route Data: FAU 1830

State Clearinghouse Approval: 4/10/75.

District 2 Clearinghouse Approval: 3/11/75.

Hearing: Yes.

Access Control: By County permit.

Parking Restrictions: No parking.

Transportation Commission Approval: 11/25/74.

ADT:

Present (1975)	2,600
Future (1995)	5,200

RU:scr

Attachments

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

9274 L.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental
~~Local Government~~ Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon State Highway Division

PROJECT TITLE: McLeod Lane - Oregon Electric R.R. (Chemawa Rd.)

DATE: April 7, 1975

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified. [redacted]

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
APR 10 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

BLG:wm
9/10/75
cc: G. L. Green, FHWA
F. B. Klaboe ✓
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Aeronautics Div.
Gary Potter
G. N. Hopkins, County/City
B. L. Gifford
D. E. Swan
F. T. Lacey
C. O. Fredrickson

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7502 2 220

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the Federal Agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

APR - 9 1975

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

LOCAL GOVERNMENT RELATIONS DIV.
MAR 18 1975

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 9731
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7502 2 220 Due Date: MAR 7 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Lockhaven Drive Extension in Keizer

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement.

- - - - - - - - - - -

REMARKS (Please type or print legibly)

This application does not appear to indicate whether this project is consistent with the Marion County Comprehensive Plan. The Dept. of Land Conservation and Development expects the project to be consistent with the comprehensive plan of the area within which the project will be located. The DLCD also expects the project to be consistent with the adopted state land use goals.

Agency LCDC By

9274

fau

JOHN A. ANDERSON, P.E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

NATIONAL ASSOCIATION NACE COUNTY ENGINEERS

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301
(503) 588-5036

THEODORE KUENZI
ASST. DIR. OF PUBLIC WORKS
AND ASST. COUNTY ENGINEER

GLENN ROBERTSON
HIGHWAY SUPERINTENDENT

JEAN K. JAKOLA
ADMINISTRATIVE ASSISTANT

JERRY CONNOR
SOLID WASTE MANAGER

DONNA LAKIN
ADMINISTRATIVE ASSISTANT

March 26, 1975

RECEIVED
COUNTY & CITY SECTION
MAR 27 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ DE
☒ OPE ☐ CE ☐ RE ☐ RPE ☐

The Department of
  Environmental Quality
1234 SW Morrison Street
Portland, Oregon   97205

Gentlemen:

This is in response to your request to the Intergovernmental Relations Division concerning Chemawa-Lockhaven Drive Extension FAU Project, PNRS #7412 2 270, desiring more information. A copy of the letter circulated to local addressees on the OSHD Region 2 list of interested parties is enclosed.

Shortly after circularization of the above, events indicated a postponement of further contacts with the interested parties list, pending agreement on the scope of the project. To expedite your request, we are sending you a copy of the Project Environmental Assessment submitted to the Environmental Section of ODOT. Although the statement infers a project complete through construction, the immediate objective is preparation of Preliminary Engineering and a Draft Environmental Impact Statement. Marion County, Mid-Willamette Valley Council of Governments, OSHD, and ODOT are all expected to contribute to the effort.

Pending finalizing of program and signing of agreement(s), this is the extent of the information available. Your comments are welcomed during preparation of the proposed D.E.I.S.

Very truly yours,

Allin Axford

Allin Axford
Department of Public Works

Unrein

AA:mm
Attachments

cc: Dean Nebergall, Dept. of Public Works
John A. Anderson, Director of Marion County Dept. of Public Works
Phil Stearns, ODOT-OSHD Federal Aid Engineer - R/W Branch
✓Richard Unrein, ODOT County-City Engineer - Planning Branch
Bruce Phelps, COG Transportation Coordinator
William Young, Intergovernmental Relations Division
Paul Riedl, FHWA
Ben Gifford

9274.

L.

AN EQUAL OPPORTUNITY EMPLOYER

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

STAFFORD HANSELL
Director

March 13, 1975

[illegible] 1237

McL[illegible]
Marion Co.

L. W. Rulien
Department of Transportation
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Re: State Highway Division
PNRS # 7502 2 220

This is to notify you that the State Department of Environmental Quality has requested more information in order to evaluate your proposal.

The State Clearinghouse cannot conclude its A-95 review of your program until the questions and concerns of this state agency have been resolved.

You should work closely with Carl Simons of D.E.Q., 1234 S.W. Morrison Street, Portland, 97205 (229-5696), and provide him with any information requested.

Please contact Leslie Lehmann, Coordinator, State Clearinghouse (378-3732) if you need any assistance.

Sincerely,

Richard Jentzsch
Richard Jentzsch
Acting Administrator

SENT
BEN GIFFORD
3-10-75

3-17-75
cc: G. L. Green, FHWA
✓F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter

G. N. Hopkins, Co/City
B. L. Gifford
D. E. Swan
F. T. Lacey
C. O. Fredrickson
Aeronautics Div.

RJ:lh

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REMA
MAR 1[illegible] 1975

9274

3-4-75

PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: McLeod Lane-Oregon Electric Railroad

Lockhaven Drive

Project Federal Aid Number: M-1237(1)

Applicant: Marion County

Contact: John Anderson

Federal Aid Funds: FAS____ FAUS X Other____

Date Project Approved by Trans. Comm.: 11/25/74

State to: ___ Review applicant's right-of-way acquisition program, or

X Acquire right-of-way in behalf of applicant, or

___ Not determined (contact applicant)

Remarks: Preliminary engineering project only.

Richard Unrein

Richard Unrein, Urban Engineer
County-City Unit

March 4, 1975
Date

RU:scr

cc: Right-of-Way Engineer
Region 2 Engineer
Region 2 Federal Aid Engineer
Region 2 Right-of-Way Supervisor
FHWA Right-of-Way Officer

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ RE ☐

2/18/75

9274

L.

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 10, 1975

TO Executive Department
Federal Aid Coordination Unit

Mid-Willamette Valley
Council of Governments
Room 305, Civic Center
Salem, OR 97301

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for FAUS Funds
State Administrative Dist. No. 3
McLeod Lane-Ore. Electric R.R. (Chemawa Rd.)
Co. Rd. 616, FAUS 1237
Marion County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be March 31, 1975.

BLG:wm
Attachment

cc: G. L. Green, FHWA
F. B. Klaboe ✓
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Aeronautics Div.
Gary Potter
G. N. Hopkins, County/City
B. L. Gifford
D. E. Swan
F. T. Lacey
C. O. Fredrickson

RECEIVED
STATE HWY ENGR
FEB 18'75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
STATE HWY ENGR
FEB 11'75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02 12] APPLICANT [45: State Highway Division — 46] DIVISION [79: Dept. of Trans.

03 12] APPLICANT ADDRESS STREET [45: State Highway Bldg. — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: McLeod Lane-Ore. Electric R.R. (Chemawa Rd.) Dist. 3

11 12] PROJECT LOCATION CITY [45: Co. Rd. 616, FAUS 1237 Salem — 46] PROJECT LOCATION COUNTY [79: Marion

05 12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71: This is a proposed extension of Lockhaven Drive from McLeod Lane to a

06 12] [71: connection with Chemawa Road near the Ore. Electric R.R. tracks. Length

07 12] [71: approx. 0.25 mile.

08 12] [71: (See attached sheets for additional information.)

09 12] [71

10 12] [71

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
175,500	- -	24,750	24,750	- -	225,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Dept. of Trans. — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes ☒ 29 No ☐ 30 — REGIONAL Yes ☐ 31 No ☐ 32 — LOCAL Yes ☐ 33 No ☐ 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95 Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT Yes ☒ 37 No ☐ 38

(F) HOUSING RELOCATION REQUIRED Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: MARCH — 43] DAY [44: 31 — 45] YEAR [46: 1975

ADDITIO AL INFORMATION — ALL APPLICAN

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning & Construction

II HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: February 10, 1975

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: February 10, 1975

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) FEDERAL-AID URBAN SYSTEM

Annual Six Year Construction Program, 1975

V. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 2

(b) State Representative District(s) Number(s) 31-32

(c) State Senatorial District(s) Number(s) 16

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐

REMARKS

17(E) This is a category 1 project and a draft E.I.S. will be prepared under Oregon's Action Plan Procedures.
This project will require additional right-of-way and public hearings will be offered.
The project is proposed by local government as a F.A. Urban System endeaver.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date December 2, 1974

A. PROJECT IDENTIFICATION

Name of Project Lockhaven Extension to Chemawa Road (Section) M-1237 (-)

Location of Project - Lockhaven Drive (Highway Name) County Road No. 616 (Highway No., US - ORE)

Keizer (City) Marion (County) OSHD Region 2 (Region)

Program FAUS (Funding) $224,400 (Estimated Cost) To be assigned (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Connect Lockhaven Drive to Chemawa Road at new overpass route.

Purpose: The project will connect the County financed portion (now built) of Lockhaven Drive to Federal and State financed Chemawa Overpass. The location of the overpass automatically determines one terminus of the corridor; the other terminus is tentatively selected at the intersection of North River Road and Lockhaven Drive.

Land use in an area of about 550 acres, Northerly of Lockhaven, has been modified in 1974 from an approximate density of 3 people per acre to approximately 10 peopl (Cont. on separate sheet)

Origin and History: The project, under the name "Chemawa Boulevard", was included in the SATS 1982 amended Transportation Plan and rated No. 2 priority on the list of COG-FAU recommended capital improvements. The Salem Area Transportation Study was begun in 1961. The study was completed in 1968 and adopted in 1969 by participating agencies. The 1974 review of the SATS Plan includes this street as a minor arterial.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length Estimated 1,250 feet on centerline of roadway.

Termini Chemawa Road Overpass Extension in the vicinity of St. Croix Way, Ridge Drive, and Radiant Drive to Lockhaven Drive at McLeod Lane and Harmony Drive.

Alignment (new or existing) New alignment for most direct route.

CATEGORY
1 PROJECT
MAJOR

Separate Sheet

Purpose: (Cont. from first sheet)

per acre; this area impinges on North River Road. A considerable increase in traffic could originate in this increase (3,500 to 4,000) of population to be served. Select link study has been instigated. With the proposed hand modification of computer studies reflecting this change, definite projections of expected ADT's can be obtained. The Draft E.I.S. will have this background information.

North River Road is designated a major arterial on the amended 1982 SATS Plan. The ADT volumes mentioned subsequently as 1990 projections were programmed with I-305 considered.

cription of Project (cont.)

Right-of-Way (acreage and type of land use) Purchase of approximately 5 acres of RA zoned land will be required. No residences would be relocated.

Typical Section Typical curbed section with two twelve-foot traffic lanes, two five-foot emergency parking lanes, and sidewalk and bikepath.

Bikeway 8 feet wide - A.C. surface.

Structures None

Additional Facilities Signals and traffic signs - traffic lane striping. Drainage construction as required.

Access Control Appropriate to class of street, minor arterial, as determined by SATS. The present design policy of back to the street subdivisions with local or collector streets, rather than driveways entering arterials will be continued.

Materials A.C. surfacing - crushed rock subgrade.

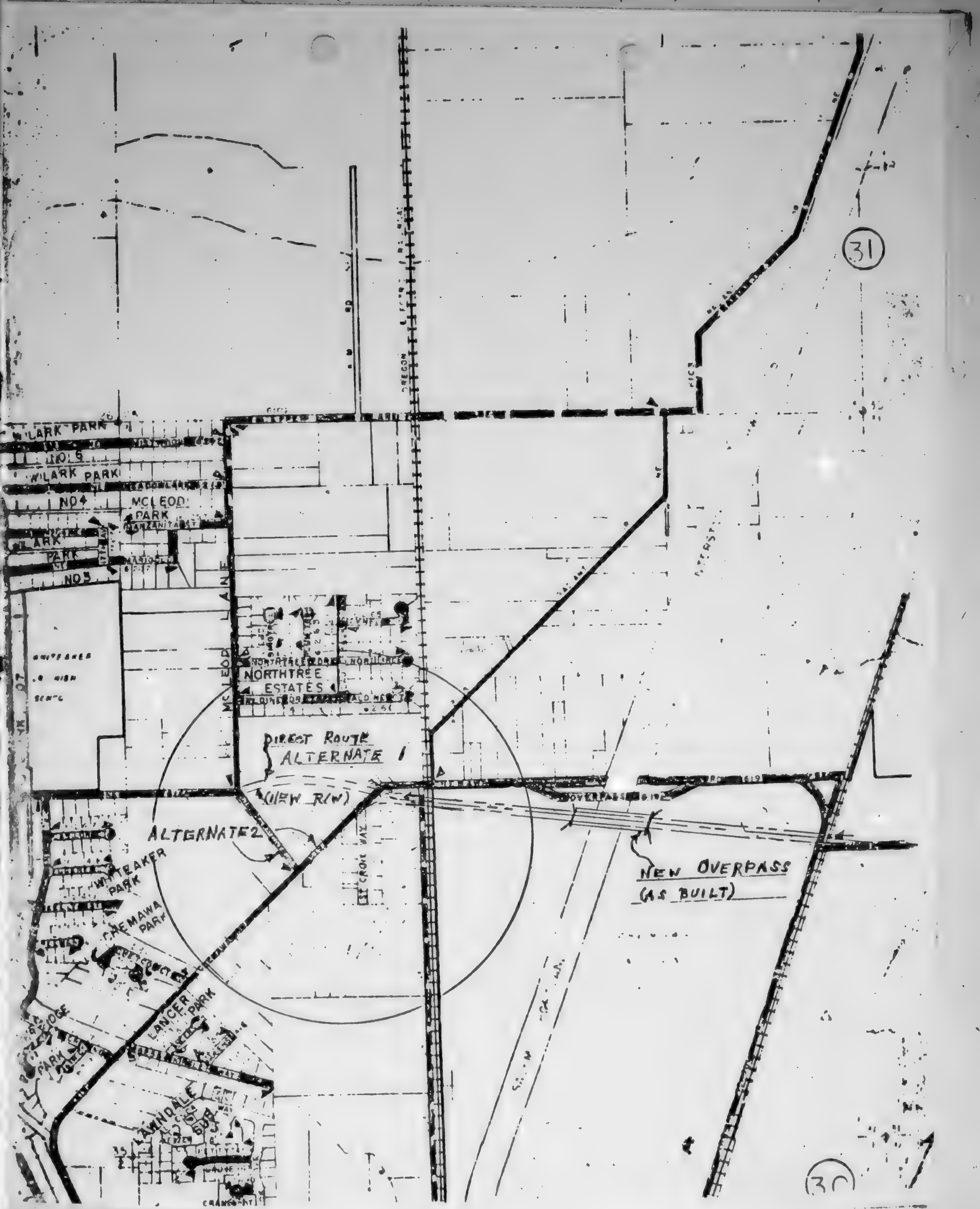
Borrow and Waste Disposal To be determined by design. Estimated to be minimal. Local materials likely usable.

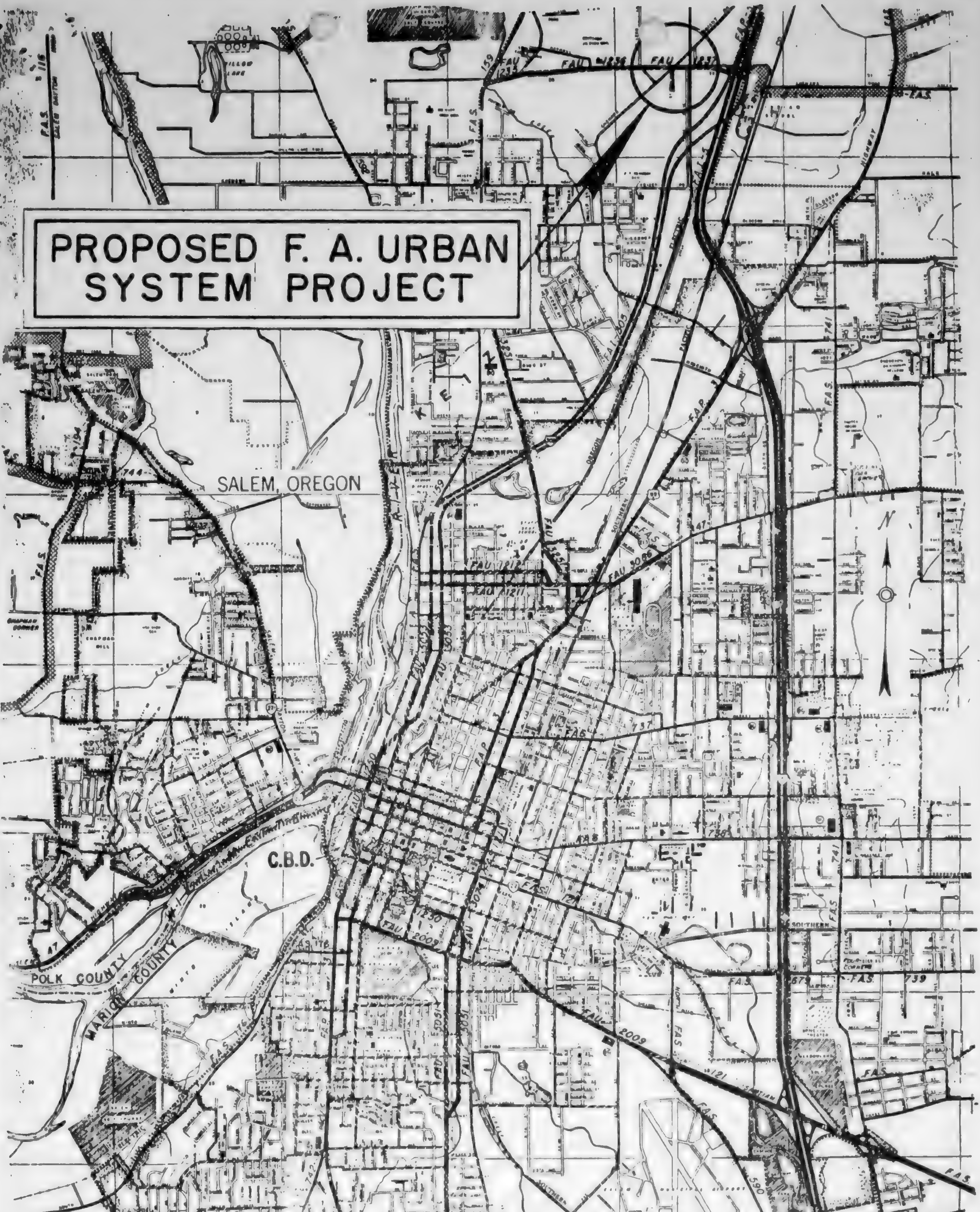
Special Construction Methods None anticipated.

Characteristics (ADT) Volume of 3,900 ADT at Lockhaven and Harmony Drive to 4,500 ADT at Chemawa Road and St. Croix Way vicinity by 1990. Traffic counts taken Nov. 18 & 19, 1974, on Chemawa Road at Harmony (East of Intersection) was 3,67 ADT and 2,750 ADT in the opposite direction.

Other General Information (or Supplemental information to items) Signalized traffic control in school vicinity is anticipated. Limiting driveway access to local or collector streets where feasible in the area which would be opened up by the new R/W alternative will be stressed.

Project Sketch Map is Attached: ☒ Yes ☐ No


31
WILARK PARK
NO 6
WILARK PARK
NO4
MCLEOD PARK
MANZANITA ST
NO5
OREGON
MCLEOD LANE
NORTHTREE DR
NORTHTREE ESTATES
DIRECT ROUTE
ALTERNATE 1
(NEW R/W)
ALTERNATE2
OVERPASS
NEW OVERPASS (AS BUILT)
WHITEAKER PARK
CHEMAWA PARK
LANCER PARK
LAWNDALE SUB
30



PROPOSED F. A. URBAN SYSTEM PROJECT

SALEM, OREGON
C.B.D.
POLK COUNTY
MARION COUNTY
N
FAU 1211
FAU 3086
FAU 2009
FAU 1230
F.A.S.
F.A.P.
590
741
739
121

9274

FAU

JOHN A. ANDERSON, P.E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

NACE

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301
(503) 588-5036

THEODORE KUENZI
ASST. DIR. OF PUBLIC WORKS
AND ASST. COUNTY ENGINEER

GLENN ROBERTSON
HIGHWAY SUPERINTENDENT

JEAN K. JAKOLA
ADMINISTRATIVE ASSISTANT

JERRY CONNOR
SOLID WASTE MANAGER

DONNA LAKIN
ADMINISTRATIVE ASSISTANT

January 30, 1975

Hopkins H
Harwell ✓
Holmes ✓
Prange
Unrein ✓
Z
B

RECEIVED
FEB 5 - 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Mr. Phil Stearns
Federal Aid Engineer
Region 2
2960 E. State Street
Salem, Oregon 97310

Re: Chemawa-Lockhaven Extension

Dear Mr. Stearns:

This is follow-up to our meeting with Bob Ewen, Paul Riedl, and Bruce Phelps on January 24, 1975. Enclosed is a Draft Project Prospectus, essentially paralleling the Location Prospectus accompanying the Authority for Survey Notification, which was furnished for our information.

A review of documents, prepared and sent to and received by various agencies, seems in order to identify the status of the Subject Project as viewed by the various agencies involved. Our record of this correspondence is enclosed.

There appears to be some difference of opinion as to the milestones passed on the road to implementation, as evidenced by the statement "No reconnaissance is required" in the narrative section of the Location Prospectus. The Study Design was prepared to give effect to this possible interpretation, as shown in the "II. CORRIDOR/LOCATION PHASE (Actually Location Phase)" heading. Presumably, as lack of mutual understanding of the present point in the processing of the project request may have resulted in some avoidable delay.

A review of the Project Management System Precedences Network correlated with our activities performed to date, and compared to the Federal Aid Urban System Project Basic Flow Chart obtained from the City-County Section has been undertaken to chart progress to date. One of the objectives in setting this project up was to discover ways to tailor procedures to the scale of projects likely to be eligible for FAU funding, such as this one. To that end, the local governmental body was to develop a Study Design which would satisfy the objectives of the Action Plan with utmost economy of manipulation.

A source of confusion at this point may be a matter of semantics. Involvement with corridor considerations would seem to have been thoroughly undertaken in the SATS efforts to establish a plan for street improvement. The work accomplished, having taken place over a period of years, has fulfilled the functions of reconnaissance as delineated under this topic on Page 50 of the Action Plan. In reconciling study activity with the discussion of the term "corridor" found in the above reference, it would seem that SATS designation of projects are indeed the officially recognized ones in the urbanized area. In general, specifics of design and construction are the customary responsibility of member governmental entities. The question is, at what point in the process will FAU funding participate?

The application heading, 5-d of PPM 90-4 included as Appendix A in the Action Plan, seems to preclude the corridor selection function in the Salem urbanized area from consideration by any agency other than the SATS organization. It would appear that formalized delegation of authority from that body would be necessary for any other entity to modify work done prior to the implementation of the Action Plan. In terms of the present project this would limit the activity to preliminary engineering and D.E.I.S. preparation, delineating alternate locations for review by the FHWA and ODOT relative to continuation or abandonment of further effort on the project.

Another item which surfaced at our meeting, was the fact of a scaling down of the size of the Lockhaven Drive part of the project to a two-lane facility to connect to the as-built four-lane overpass route. Paul Riedl expressed some understandable misgivings about justifying this action. I will therefore address the problem.

At this time, Chemawa Road - West of the R.R. including St. Croix Way and Ridge Drive, all feed into the section of Chemawa Road crossing the I-5 Overpass; in addition, Radiant Drive connects to this section East of the R.R. This takes place within about 750' of the street on the present alignment. No access to I-5 is contemplated in official plans at this time, but it is known that the design of the overpass contemplated the eventual construction of I-305. Traffic projections to 1990 show the Lockhaven Extension as an addition to the volume of traffic predicted to be feeding into the new alignment from Chemawa Road, West of this point. The addition of traffic amounts to about 80% as much traffic as Chemawa will be supplying. It will amount to about 40% of the total traffic expected to be crossing the tracks in 1990.

A critical examination of the plans for early connections of St. Croix Way, Ridge Drive, Radiant Drive, and the sequestered sections of old Chemawa Road into the new system reveals the urgent need for a thorough Design Study addressing traffic safety as impacted by signalization, adequate storage room in turn pockets, and adequate distances for anticipation of off-ramp movements for the design speed of the highway. Present plans present an obviously high hazard system.

Very truly yours,

Allin Axford

Allin Axford
Department of Public Works

AA:mm
Enclosures
cc: Dean Nebergall
John A. Anderson
Bruce Phelps, COG
Paul Riedl, FHWA
Jack Sullivan, ODOT
Dwight Smith, ODOT
Dick Unrein, City-County Sec.
Sharon Fatland, Chm., Coord. Comm.

CHEMAWA-LOCKHAVEN EXTENSION

DRAFT PROJECT PROSPECTUS

January 30, 1975

The SATS 1982 Amended Plan has included this road as a necessary component. Review of the designation has resulted in recommendations that, based upon traffic and economic evaluations projected to the year 2000, the total project be removed from the landscape classification of Boulevard and through the area described below be classified as a minor arterial.

A prominent alternative solution to connection of Lockhaven Drive to the newly constructed overpass across I-5 consists of a transition link approximately 1,250 feet long, utilizing new alignment and extending from the vicinity of McLeod Lane and Harmony Drive to the new alignment of Chemawa Road just West of the Oregon Electric Railway right-of-way. This is a County road and will be constructed in accordance with County Standards. The Westerly section of the road will consist of two (2) 12-foot travel lanes, two (2) five-foot emergency parking lanes, curbs and five-foot sidewalk on one side, plus eight-foot sidewalk-bikeway on the opposite side. The Easterly 300' to 350' will provide four (4) 12-foot travel or turning lanes with curbs, sidewalks, and bikeways as noted. Variable width of travel and parking lanes will smoothly blend two-lane and four-lane sections. Signalization for traffic control will be designed and installed as needed.

Utilities in the area will be extended rather than relocated. Social and economic impacts are minimal since relocations of people or businesses are not involved, and neighborhoods are not fractured.

Impacts of modified traffic patterns are being reevaluated in anticipation of preparation of the E.I.S. required for construction of this link or selection of an alternate.

The flat terrain, absence of wooded areas, parks, waterways, and soil complications minimize problems likely to be encountered in construction. Local commercially available materials will be used in the construction.

Federal funds under the FAU program are hereby being requested to enable the preparation of Preliminary Engineering and a Draft E.I.S. by Marion County with the assistance of COG, OSHD, and ODOT. Estimated costs of the project are roadway work - $107,500, right-of-way costs - $54,200, traffic control - $50,000, and preliminary engineering - $12,700, for a total of $224,400. These estimates are based on typical economic values as of the last quarter of 1974.

CHEMAWA-LOCKHAVEN EXTENSION - FAU 1237

DOCUMENT REGISTER

Type	Date	From	To	Subject
Request	1/30/74	Marion County	SATS	Aid Request 80' R/W
Report	2/4/74	Allin Axford	Dean Nebergall	Narrative - Lockhaven Dr.-Chemawa Blvd. 120' R/W etc.
Request Form	2/ /74	Marion County	SATS	Formal "Federal Aid Urban System Project Request"
Memo	7/31/74	Tom Myers SATS-TAC Subdiv.	Marion County Pub. Wks.	Chemawa Blvd. Changes
Memo	8/7/74	Dean Nebergall	Allin Axford	SATS Meeting on E.I.S. Procedure
Memo	8/7/74	Dean Nebergall	John A. Anderson	Progress - Chemawa Blvd. toward FAU Funding
Letter	8/28/74	John A. Anderson Dean Nebergall	Bruce Phelps-COG	SATS Roads Budget - Response to E. Stillings Letter 7/31/74
Letter	8/23/74	ODOT Planning UST Jack Sullivan	Marion County, etc.	E.I.S Chemawa Blvd. & Other FAU's
Memo	9/6/74	Dean Nebergall John A. Anderson	SATS-TAC	Utilization of SATS Resources for E.I.S. Preparation on Urban System Projects
Memo	9/12/74	SATS-TAC Trans. Coordinator -Sharon Fatland	SATS Coordinating Committee	Preparation of E.I.S. for Chemawa-Lockhaven FAU Project
Memo	9/13/74	Trans. Coordinator -Marion County - Dean Nebergall	SATS Coordinating Committee	Work Responsibilities, Coordinator of D.E.I.S. for Lockhaven-Chemawa Blvd. Project
Report	9/18/74	Allin Axford	Dean Nebergall	Estimate P.E. Costs - Lockhaven-Chemawa Blvd. Project
Memo	9/18/74	Allin Axford	Dean Nebergall	FAU Funding - Lockhaven-Chemawa Blvd. Project

Document Register

Type	Date	From	To	Subject
Memo	10/1/74	Dean Nebergall	John A. Anderson	Lockhaven Extension - Request/FAU-P.E. Funds
Letter	9/30/74	Dean Nebergall	Bruce Phelps-COG	Description of 9/27/74 w/ ODOT & OSHD
Memo	9/23/74	Dean Nebergall	SATS Co-ordinating Committee	Application/FAU Funds
Formal Request	10/2/74	County Commissioners	FAU System	Formal Project Request
Letter of Transmittal	10/3/74	Dean Nebergall	Dick Unrein - City-County Section	Letter of Transmittal for above
Letter - Approval	10/4/74	Bruce Phelps-COG	Dick Unrein - City-County Section	COG Approval - FAU Request or Chemawa-Lockhaven Extension
Letter	11/6/74	D.A. Smith Project Mgr.-Envir. Section - ODOT	Allin Axford	Suggestions on Environmental Assessment
Memo	11/25/74	Allin Axford	John A. Anderson Dean Nebergall COG - ODOT	Preliminary Study Design
Letter - Approval	12/5/74	C.O. Frederickson Phil Stearns	John A. Anderson	Approved Urban System Project Chemawa-Lockhaven Extension - FAU 1237
Letter - Study Design	12/6/74	Bruce Phelps-COG	Allin Axford	Suggestions - Add to Study Design
Letter - Acknowledge	12/11/74	Dwight Smith - Project Mgr.	Allin Axford	Acknowledge Study Design
Letter - Acknowledge	12/17/74	Wes Kvarsten-COG	Allin Axford	A-95 Review - Acknowledge

Type	Date	From	To	Subject
Letter - Acknowledge	12/16/74	Allin Axford	Bruce Phelps-COG	Study Design Comments
Letter - Acknowledge	12/17/74	State Clearinghouse	Marion County	Acknowledge Notice of Intent Received
Letter - Notification	12/19/74	Allin Axford	List of Interested Parties	Notifying List of Interested Parties - Region 2, F.A. List
Letter - Acknowledge	12/20/74	John A. Anderson	C.O. Frederickson Region 2 - OSHD	Acknowledge & Inform OSHD of R/W & Technical Help from ODOT & OSHD
Letter - Interested Party	12/23/74	State Forestry	Allin Axford	Acknowledge & Clear Project
Letter - Acknowledge	12/24/74	Division of State Lands	Allin Axford	Acknowledge & Clear Project
Notice	1/7/75	Ore. Project Notification & Review State Clearinghouse	Marion County	A-95 Review - State Identifier No. 741-2-2-270
Letter	1/7/75	Mid-Willamette Valley COG	Allin Axford - Marion County Pub. Wks.	A-95 Review - Approval
Attached Memo	12/23/74	Bruce Phelps-COG	Jim Hockin	Support Funding - A-95
Copies for Information	12/24/74 12/18/74	Region 2 Staff Members	Region 2 Staff Members	Authority for Survey - McLeod Lane-Oregon Electric Railroad-Chemawa Road -- Also Location Prospectus
"	1/24/75	"	"	-Handout from Region 2 - Federal Aid Engineer

December 18, 1974
PRELIMINARY

STUDY DESIGN

Chemawa-Lockhaven Extension

I. APPLICATION PHASE

Project Application - MC -- Done. Approved - TAC
Study Design - MC -- Preliminary - 11/18/74
Schedule - MC -- In Process
Environmental Assessment - MC
  a. Traffic Information - ODOT
  b. Land Use - COG
  c. Corridor Limits - MC
A-95 Review - MC -- 12/6/74 Mailed
Project Agreement - MC -- In Process (Phil Stearns - 12/6/74)
FHWA Funding Approval for P.E.

I. CORRIDOR/LOCATION PHASE (Actually Location Phase)

Management Subphase

Project Authorization
Project Objectives and Location Prospective Preparation
  a. Summary of Project Objectives - MC & COG (Action Plan - Pg. 53)
  b. Discussion of Corridor -- Limits & Need - MC & ODOT (Pg. 64) 30-day notice
  c. Identification of Location Criteria - MC (Pg. 67)

Project Notification (Step C)
  a. Appointment of Citizens Committee and Programs - MC (Pg. 67)
  b. Interested Party's List - (Pg. 51) -- MC (Pg. 55)
  c. Utility Contact - MC (Pg. 56)

IDENTIFICATION OF ALTERNATIVES SUBPHASE

A. Field Survey - MC (Pg. 69)
B. Development of Alternatives
  1. Identification (Type & Scale) - MC, COG, ODOT, Citizens Committee
  2. Preliminary Engineering - MC
  3. Preliminary Cost Estimates - MC
  4. Traffic Projections & Analysis - ODOT
  5. R/W - MC & State R/W Section (Liaison Report) -- (Pg. 70)
  6. Preliminary Design - MC
C. Preliminary Location Study and Draft E.I.S.
  1. Scope of Report:
    a. Study Objectives
    b. Orientation
  2. Design Alternatives - (Identification):
    a. Basis of Decision
    b. Alternatives
      (a) Description (tabulation) in terms of design, cost, and utility.
  3. Environmental Consequences:
    a. Environmental Overview
    b. Evaluation of Environmental Criteria
      (a) Air
      (b) Noise
      (c) Land Use
      (d) Socio-Economic
      (e) Aesthetics
      (f) Hydrogeologic
      (g) Other Secondary Effects
      (h) Identification of Measures to Minimize Negative Environmental Effects

D. Coordination and Review - MC (Pg. 71)
E. Prehearing Activities - MC (Pg. 72)
F. Public Hearing Location Corridor/Design - (Pg. 72)
G. Design Study Report - MC (Pg. 73)
H. FHWA Approval
I. Final E.I.S. - MC
J. FHWA Approval

II. FINAL DESIGN PHASE

A. Plan Sheet Preparation - MC
B. Final R/W & Relocation Plans - State R/W Section
C. Specification Preparation - MC
D. Final Estimate Preparation - MC
E. On To Construction Activities

OTHER RESPONSIBILITIES

Printing - MC
Cost Accounting - MC (COG & ODOT)

9274

L.

FORM E-90

PRO 4-3

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE January 24, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

NOTED
E. S. HUNTER

SUBJECT Assessment and Project Category
Lockhaven Ext. to Chemawa Road Sect.
Lockhaven Drive
Marion County
Project M-1237(-)

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 1 project of major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

APPROVED
ESH
E. S. Hunter
Date 1-21-75

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
G. N. Hopkins
D. E. Swan
B. L. Gifford
Region 2 (C. O. Fredrickson)
District 3 (F. T. Lacey)

1-27-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
JAN 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9274

L.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project M-1237(-)
~~Lockhaven Ext. to Chemawa Road Section~~
Lockhaven Drive
Marion County
Project Assessment

DATE: January 10, 1975

In reply refer to: 1041DB.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

NOTED
A. E. [illegible]

The project assessment of the subject proposal has been reviewed in the field and we find the project is less than 1/4 mile in length and will not result in any family displacement. Normally a non-major action would be considered in this case. However, with the change in traffic patterns which will occur with impacts on the Berean Baptist Church, the Whiteaker Junior High School and the possible change in land use we agree with your recommendation for a "major action" classification and for the preparation of an Environmental Impact Statement.

We are returning one copy of the project assessment.

RECEIVED
STATE HWY ENG.
JAN 14 '75
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act
					✓

William H. Kappus
for G. L. Green

Attachment
Project Assessment

cc:
OSHD (Potter)

1-15-75
Rulien - Please handle.

RECEIVED
JAN 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1-15-75
L. W. Rulien
w/att.

9274

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

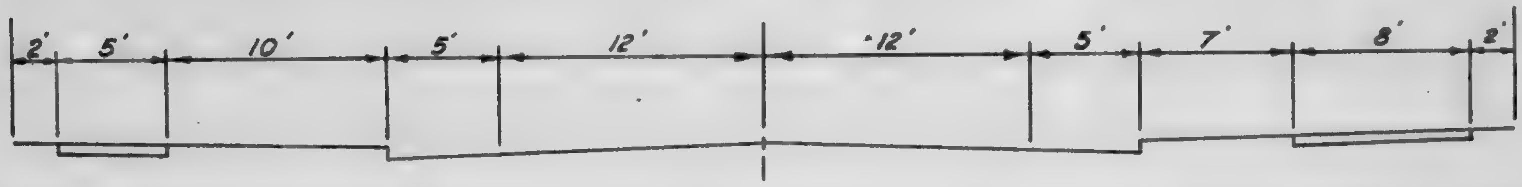
AUTHORITY FOR SURVEY

JUN - 5 1975
R

Section McLeod Lane - Oregon Electric Railroad
Date 12/18, 1974
Highway Chemawa Rd. (lockhaven) Co. FAU 1237
Authorization No. 1
County Marion
Survey Prefix 324 - 1980 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is at the intersection of McLeod Lane and Lockhaven Lane.
The easterly terminus is at the Oregon Electric Railroad Tracks.
Total Length of project is 1250 ft. (0.25 mile).
This is to be a new alignment connecting Lockhaven Lane, at the McLeod intersection, and the realigned Chemawa Rd.



Note: The easterly 300-350 ft. of the project will consist of 4 12-foot travel lanes (and/or turning lanes @ Chemawa Rd.).

Purpose of survey:

Purpose is to prepare plans, specifications, and cost estimate for the new McLeod-Chemawa Rd. connection.

Estimate of cost:

Field	901	7,500
Citizen Input	902	1,500
Plans	905	1,000
R/W	909	500
Soils	910	2,000
Liaison	913	500
Utilities	914	1,000
Location Studies	918	500
Specifications	921	500
~~Environmental~~	~~923~~	~~2,000~~
Hearings	980	1,000

Total estimated cost of survey	$ 18,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
James Chaney
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Victor O Wolfe
Location Engineer

Approved:
E S Hunter
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 5-28-75
FED. AID X STATE

9274

FAU

1859

OREGON STATE
HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 5, 1974

RECEIVED
COUNTY & CITY SECTION
DEC 9 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☑ RPE ☐

Mr. John A. Anderson
Director of Public Works
Marion County Courthouse
Salem, Oregon 97301

Re: Approved Urban System Project
McLeod Lane-Oregon Electric Railroad Section
Chemawa Road (FAU 1237)

Dear Mr. Anderson:

On November 25, 1974, the Oregon Transportation Commission approved your request for a preliminary engineering project to realign Chemawa Road. Attached for your information is a summary of this project.

We are now in the process of filing the necessary "Notices of Intent" and preparing a project agreement. Following this, we will program the preliminary engineering work with the Federal Highway Administration.

Very truly yours,

C. O. FREDRICKSON
Region Engineer

By

Phillip O. Stearns
Phillip O. Stearns
Region 2 Federal Aid Engineer

POS/COF/lea
Attachment
cc: L.W. Rulien
H.S. Cox

MARION COUNTY
Proposed Urban System Project

McLeod Lane-Oregon Electric Railroad Section
Chemawa Road (FAU 1237)
Preliminary Engineering Project
0.25 Mile
$15,000

This preliminary engineering project entails all the work necessary to formulate final construction plans. This includes field surveys, public hearings, and final design elements.

The future construction project involves constructing Chemawa Road on a new alignment between McLeod Lane and the recently realigned section of Chemawa Road crossing over I-5. The new alignment is proposed as a four-lane facility on the east end and as a two-lane facility on the west end.

Perform all necessary engineering.

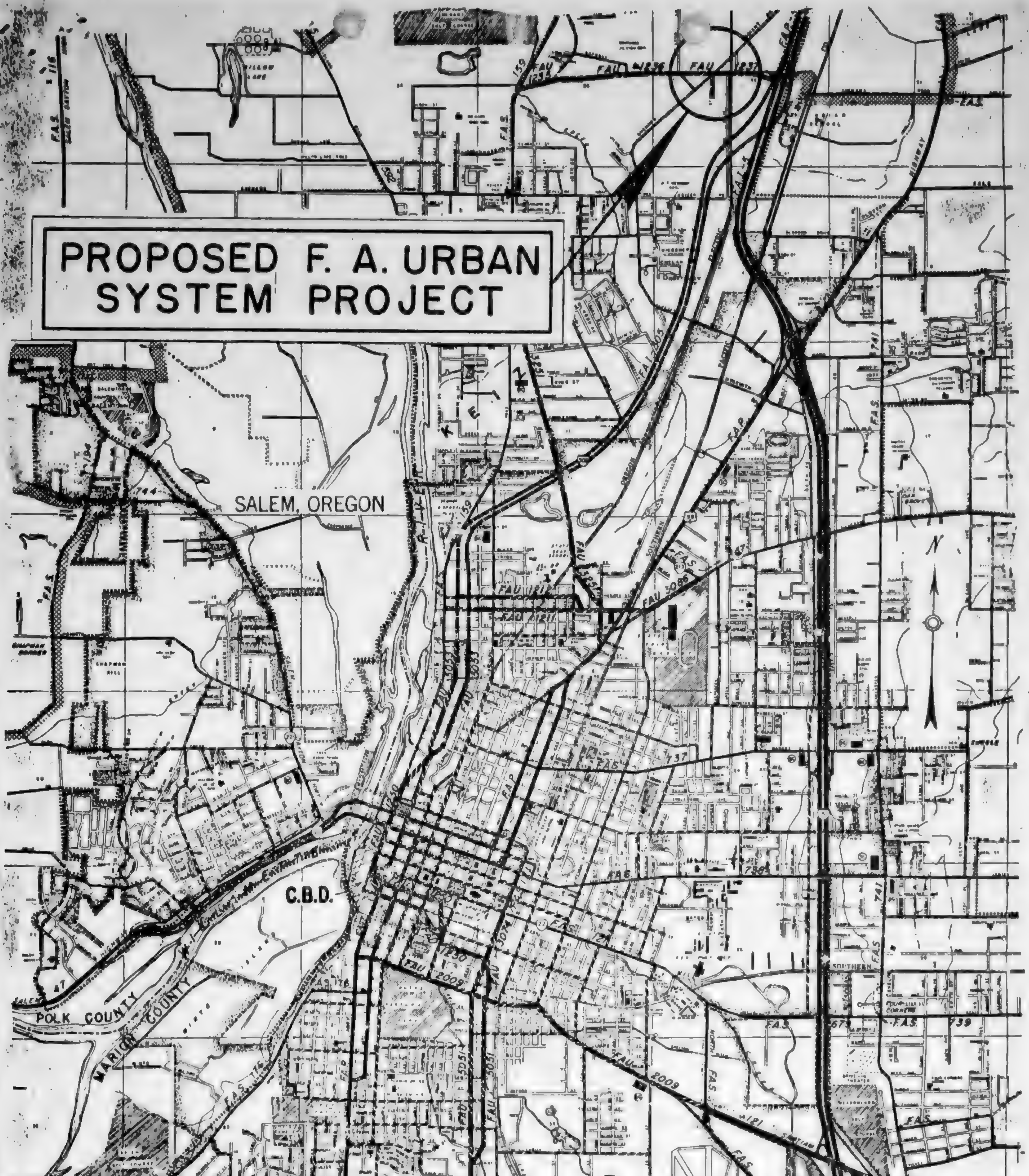
Acquire necessary right-of-way.

Provide 8-foot sidewalk/bikeway.

Public hearing required.

74-f

11/15/74



PROPOSED F. A. URBAN SYSTEM PROJECT

SALEM, OREGON
C.B.D.
POLK COUNTY
MARION COUNTY
N
FAU 1230
FAU 2009
FAU 1211
FAU 3086
FAU 3031
FAU 3053
FAU 5051
FAS
FAP
741
47
590

9274

FAU

MEMORANDUM

DATE: November 25, 1974

TO: Richard Unrein, ODOT County-City Engineer - Planning Branch

FROM: Allin Axford, Marion County Department of Public Works 588-5293

SUBJECT: Preliminary Study Design - Lockhaven-Chemawa Extension

The attached Preliminary Study Design has been prepared in conformance with the September 13, 1974 memorandum from the Transportation Coordinator to the SATS Coordinating Committee, concerning the Lockhaven-Chemawa Boulevard project. It outlines necessary adaptations of the Oregon Action Plan to utilize Marion County in coordination of the overall work program involved with the preparation of the Draft E.I.S. and related activities.

It is requested that you communicate any suggestions for revision to the writer. A marked copy of the Study Design would be appreciated. After your comments have been received and reviewed, a date for a meeting to finalize the Study Design will be set.

AA:mm
Attachment

Mailed to:

John A. Anderson, Director of Marion County Dept. of Public Works
Dean Nebergall, Marion County Dept. of Public Works
Bruce Phelps, COG Transportation Coordinator
Jack Sullivan, ODOT Planning Section
Daryl Clark, ODOT Planning Section
George Ramjoue', ODOT Environmental Section
Dwight Smith, ODOT Environmental Section
Richard Unrein, ODOT County-City Engineer - Planning Branch
Phil Sterns, ODOT-OSH Federal Aid Engineer - R/W Branch
Charles O. Fredrickson, ODOT Region II Engineer

12/17/74
[illegible]

RECEIVED
COUNTY & CITY SECTION
NOV 27 1974
☑ COOR. ☑ CE ☒ AE ■ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

November 18, 1974
PRELIMINARY

STUDY DESIGN
Chemawa-Lockhaven Extension

I. APPLICATION PHASE

- Project Application -M.C.
- Study Design -M.C.
- Schedule -M.C.
- Environmental Assessment -M.C.
    - a. Traffic information -O.D.O.T.
    - b. Land Use -C.O.G.
    - c. Corridor limits -M.C.
- A-95 Review -M.C. — State files the A-95 Notice of Intent
- Project Agreement -M.C. – State prepares the agreement
- FHWA Funding Approval for PE

II. CORRIDOR/LOCATION PHASE (actually Location Phase)
Management subphase

- Project Authorization
- Project Objectives and Location Prospective Preparation
    - a. Summary of project objectives - M.C. & C.O.G. (Action Plan pg.53)
    - b. Discussion of Corridor - Limits & need - M.C., O.D.O.T.
    - c. Identification of location criteria - M.C. (Pg. 67)

- Project Notification
    - a. Appointment of citizens committee and Programs -M.C. (Pg.67)
    - b. Interested party's list - Regional Engineer -M.C. (Pg.55 & 68)
    - c. Utility Contact -M.C. (Pg.56)

IDENTIFICATION OF ALTERNATIVES SUBPHASE

- A. Field Survey -M.C. (Pg.69)
- B. Development of Alternatives
    - 1. Identification (type & Scale) -M.C.,C.O.G., O.D.O.T.,Citizens committe
    - 2. Preliminary Engineering -M.C.
    - 3. Preliminary Cost Estimates -M.C.
    - 4. Traffic projections and analysis -O.D.O.T.
    - 5. Air and Noise data and analysis -O.D.O.T.
    - 6. Land Use - C.O.G.
    - 7. Social-economic - C.O.G.
    - 8. Aesthetics - C.O.G.
    - 9. Hydrogeologic conditions - C.O.G.
    - 10. Other Secondary effects - C.O.G.
    - 11. RW - M.C. and State RW Section (Liaison Report)(Pg. 70)
    - 12. Identification of measures to minimize neg. environmental effects-All
    - 13. Preliminary Design - M.C.
- C. Preliminary Location Study and Draft EIS -M.C. (Pg.61 and Pg.71)
- D. Coordination and Review - M.C. (Pg.71)
- E. Prehearing activities - M.C. (Pg.72)
- F. Public hearing Location Corridor/Design (Pg.72)
- G. Design Study Report -M.C. (Pg.73)
- H. Final EIS -M.C.
- I. FHWA Approval

FINAL DESIGN PHASE

III. A. Plan sheet preparation - M.C.
B. Final RW & Relocation Plans - State Highway RW Section
C. Specification Preparation -M.C.
D. Final Estimate Preparation -M.C.
E. ON TO CONSTRUCTION ACTIVITIES

OTHER RESPONSIBILITIES

Printing -M.C.
Cost Accounting -M.C. (C.O.G., O.D.O.T)

9274

2.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 20, 1974

TO Oregon ~~xxxxxxxxxx~~y Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Urban System Project Request**

Presented for your consideration at the November 25 meeting will be a request for approval of an Urban System project. Marion County is requesting approval of a preliminary engineering project to study the proposed improvement of Chemawa Road near I-5.

Urban System funds for this project are estimated at $11,700 with the State providing approximately $1,650 in match funds and an equal amount being contributed by Marion County.

This project has been investigated and is eligible for funding under the Federal Aid Urban System program. I recommend your approval of the project and request authority to sign project agreements for and on your behalf.

Att.

bc: C. W. Head (Att.)
G. M. Baldwin "
A. E. Johnson "
E. S. Hunter "
R. L. Schroeder "
H. S. Coulter "
L. W. Rulien
V. E. Skoog
H. S. Cox
C. O. Fredrickson "
Jack Graham
Gary Sund "

RU:scr srb

MARION COUNTY
Proposed Urban System Project

McLeod Lane-Oregon Electric Railroad Section
Chemawa Road (FAU 1237)
Preliminary Engineering Project
0.25 Mile
$15,000

This preliminary engineering project entails all the work necessary to formulate final construction plans. This includes field surveys, public hearings, and final design elements.

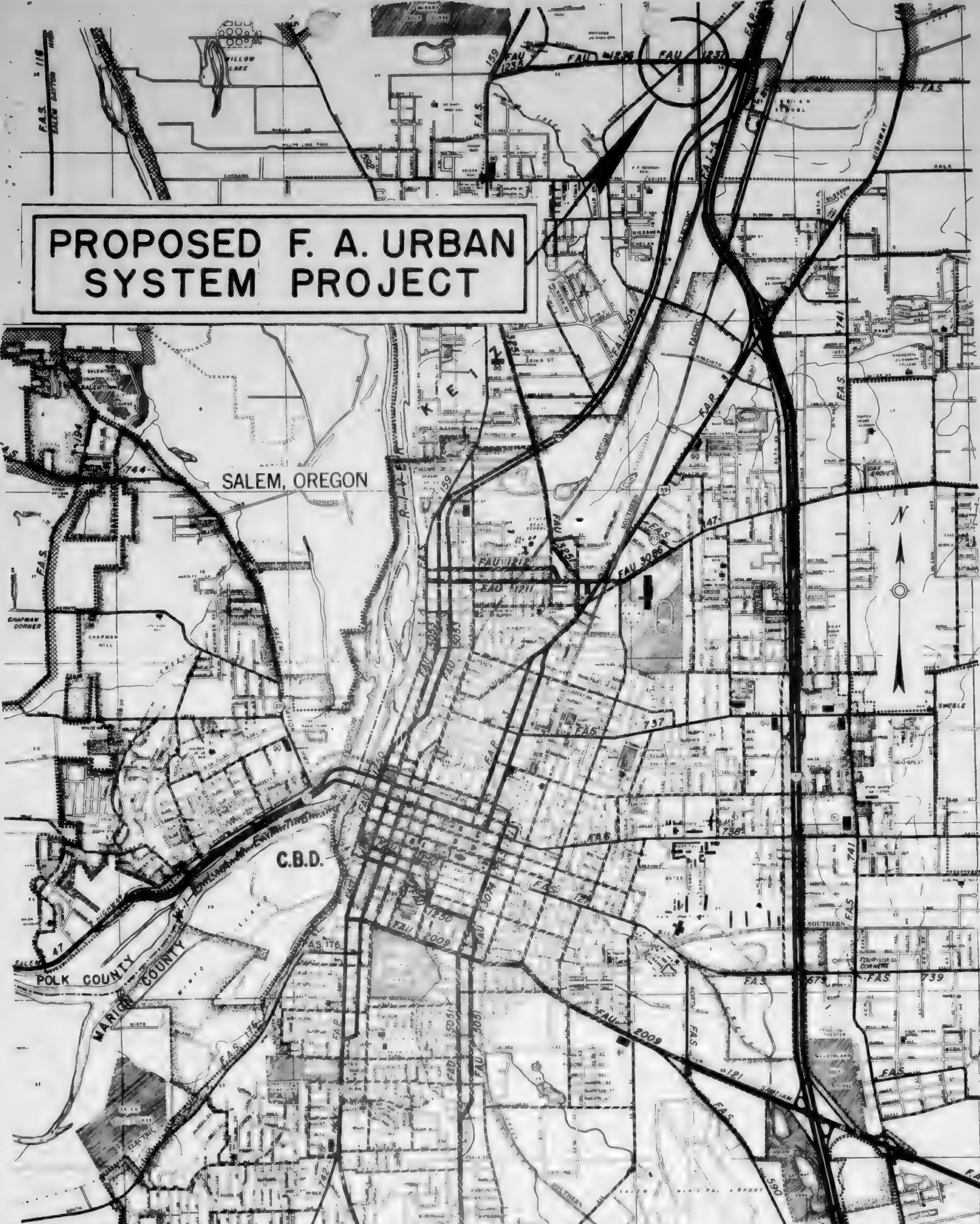
The future construction project involves constructing Chemawa Road on a new alignment between McLeod Lane and the recently realigned section of Chemawa Road crossing over I-5. The new alignment is proposed as a four-lane facility on the east end and as a two-lane facility on the west end.

Perform all necessary engineering.

Acquire necessary right-of-way.

Provide 8-foot sidewalk/bikeway.

Public hearing required.



PROPOSED F. A. URBAN SYSTEM PROJECT

SALEM, OREGON
C.B.D.
POLK COUNTY
MARION COUNTY
N
F.A.S.
FAU 1230
FAU 3085
FAU 1211
FAU 1212
FAU 3053
FAU 2009
FAU 1250
FAU 5051
F.A.P.
F.A.I.
744
737
741
739
742
590
159
Chapman Corner
Chapman Hill
Willow Lake
Four Corners
Southern

9274

fau

JOHN A. ANDERSON, P.E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301
(503) 588-5036

THEODORE KUENZI
ASST. DIR. OF PUBLIC WORKS
AND ASST. COUNTY ENGINEER

GLENN ROBERTSON
HIGHWAY SUPERINTENDENT

JEAN K. JAKOLA
ADMINISTRATIVE ASSISTANT

JERRY CONNOR
SOLID WASTE MANAGER

DONNA LAKIN
ADMINISTRATIVE ASSISTANT

October 3, 1974

Mr. Dick Unrein
City-County Section
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Unrein:

As per our discussion of September 30, 1974, attached please find an official request by Marion County for Preliminary Engineering Funds for the Lockhaven Drive-Chemawa Road connection (FAU 1237). This request has received the approval of the Salem Area Transportation Study Coordinating Committee, and you should be receiving evidence of this from Bruce Phelps within a week or so. ✓

If you have any questions, please feel free to contact this office.

Very truly yours,

John A. Anderson
Director of Public Works

Dean Nebergall

Dean Nebergall
Department of Public Works

DN:mm
Attachment

cc: Board of Commissioners
John A. Anderson
Allin Axford

10-4-74 Called Nebergall
& REQUESTED HE COMPLETE
AS MUCH OF REQUEST FORM
AS HE CAN. FORMS RETURNED
THIS DATE.

RECEIVED
COUNTY & CITY SECTION
OCT 4 - 1974
☑ ENGR. ☑ COOR. ☑ GE ☑ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

[illegible]

Rev. 5/28/74

9274

fau

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date October 2, 1974

Applicant Agency Marion County

Federal Aid System Route No. FAU 1237 Route Name Chemawa Blvd. (Lockhaven)

Project Name Lockhaven Drive - Chemawa Road Connection

Project Length 1,250 feet Project Location (Attached sketch map)

Project Description This project has been designated by the Coordinating Committee of the Salem Area Transportation Study to be a part of the Transportation Plan and serve as an arterial route. This application is for PE funding to do preliminary engineering, evaluation of alternatives including EIS which is proposed to be a combined effort of the SATS Staff and Marion County, coordination of the project and assessment, and design of selected alternative.

Average Daily Traffic _____ Design Speed _____

RECEIVED
COUNTY & CITY SECTION
OCT 18 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width _____ Travel Lanes _____ Shoulders _____

Medians _____ Parking _____

Sidewalks _____

Other _____

2. Desired Roadway Cross Section: (Attach sketch)

Width 68 R/W Travel Lanes 2 - 12' wide Shoulders _____

Medians No Parking 5' Emergency

Curbed Yes Length Curb Radii _____

Sidewalk/Bikeway 5' Sidewalk --- 8' Sidewalk/Bikeway

Other Refer to Cross Section

FOOTNOTES: Modifications of the Cross Section in accordance with continuing SATS R/W and setback study may be expected.

RECEIVED
COUNTY & CITY SECTION
OCT 4 - 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Description of Proposed Roadway Work Build roadway complete, approximately 300 feet of 2-lane minor arterial from McLeod Lane and Harmony Drive terminus, becoming a 4-lane arterial connecting with Chemawa Road in the vicinity of St. Croix Way, Ridge Drive, and Radiant Drive.

Other alternatives to be considered are shown on the attached map. Details, including a no-build option, will be developed in the P.E. report.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way: None

General Width ______ Minimum ______ Maximum ______

2. Will Additional Right-of-Way Be Needed? Yes Explain No R/W owned along proposed alignment of most direct route from present terminus of Lockhaven Dr. to connection with Chemawa Rd. Consideration of other alternatives during the course of P.E. work may modify R/W requirements. Development of landscaping requirements presently under study by the TAC Subcommittee of the SATS concerning R/W and set-backs may also modify R/W requirements.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Yes, included in project.

4. Will applicant acquire right-of-way and have State review negotiations?
Yes ______ No X

5. Should State negotiate and acquire right-of-way in behalf of applicant? Yes

6. Should State prepare options? Yes X No ______

7. Is a public hearing necessary? Yes
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
No If so, explain ______
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
If so, explain ______

III. TRAFFIC CONTROL DATA

1. Existing Signalization: None

2. Proposed Signalization:

Location Signalization at the intersection of the proposed connection and Chemawa Rd. is anticipated. Details will be determined within the P.E. design phase.
Type ______
Phases ______
Type of Suspension ______

Interconnected

Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Present Illumination and Location: None

2. Proposed Illumination: Detailed determination of required illumination will be part of the P.E. effort.

Location

Type

V. STRUCTURE DATA

1. Existing Structure: None

Location

Type

Size

To Remain in Place?

2. Proposed Structure: None

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure? ____________

FOOTNOTES: ____________

Are provisions for illumination desired? ____________

Are there any unusual or complicating conditions? ____________

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location ____________

Type of existing crossing ____________
Existing crossing protection ____________

Name of Railroad ____________
Number of tracks: Mainline ______ Siding ______ Total ______
Angle of Intersection ____________
Sight distance: (Direction) ______ Distance ______
(Direction) ______ Distance ______
Number of Trains: Passenger ______ Speed ______
Freight ______ Speed ______

2. Will existing railroad crossing be altered? ____________

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections ____________

2. Applicant's Estimate of Cost for Requested Project:

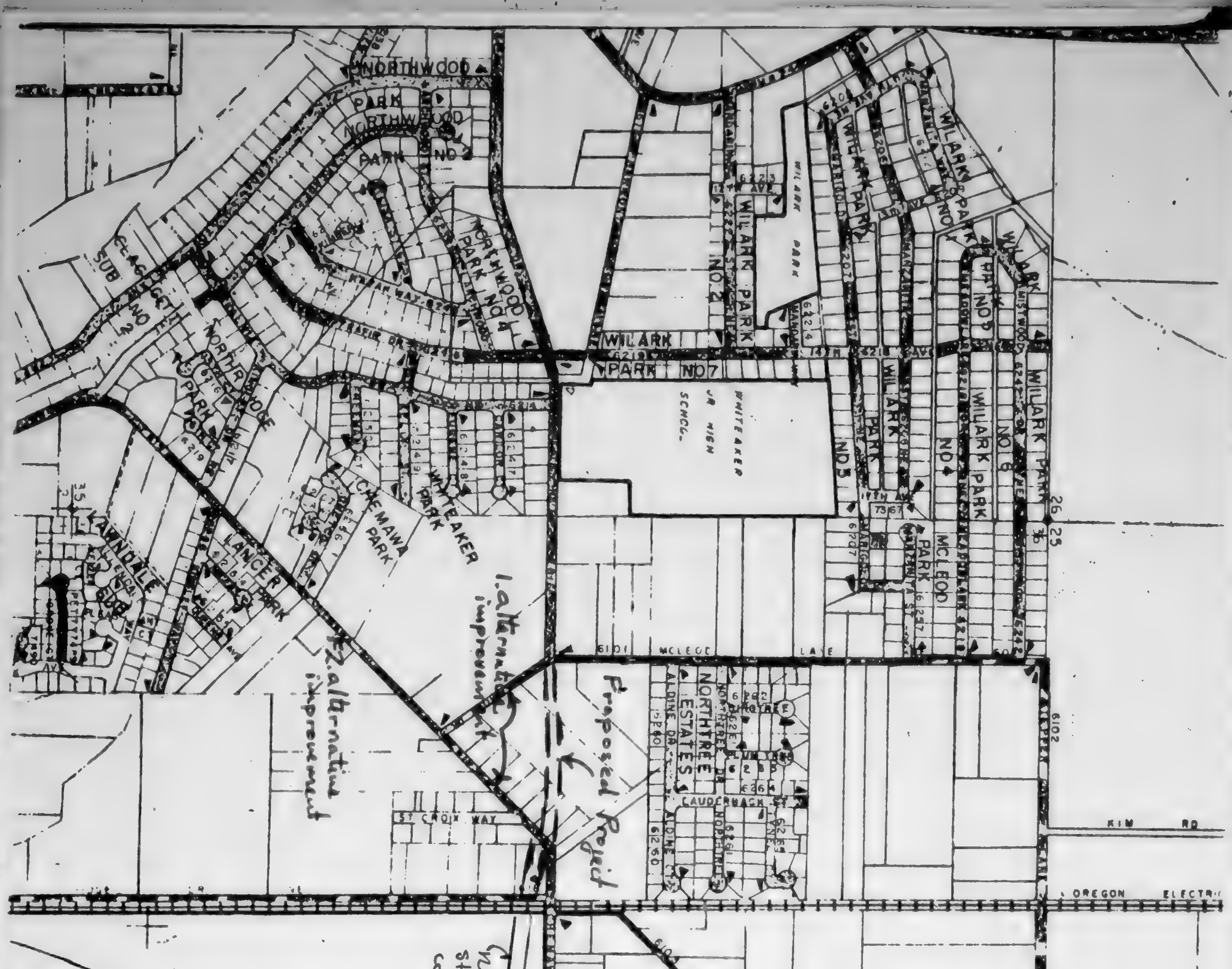
Roadway Work	$107,500
Right-of-Way Costs (If participating)	54,200
Traffic Control	50,000
Illumination	
Structures	
Railroad	
Other ______	
Preliminary Engineering	12,700
PROJECT TOTAL	$224,400

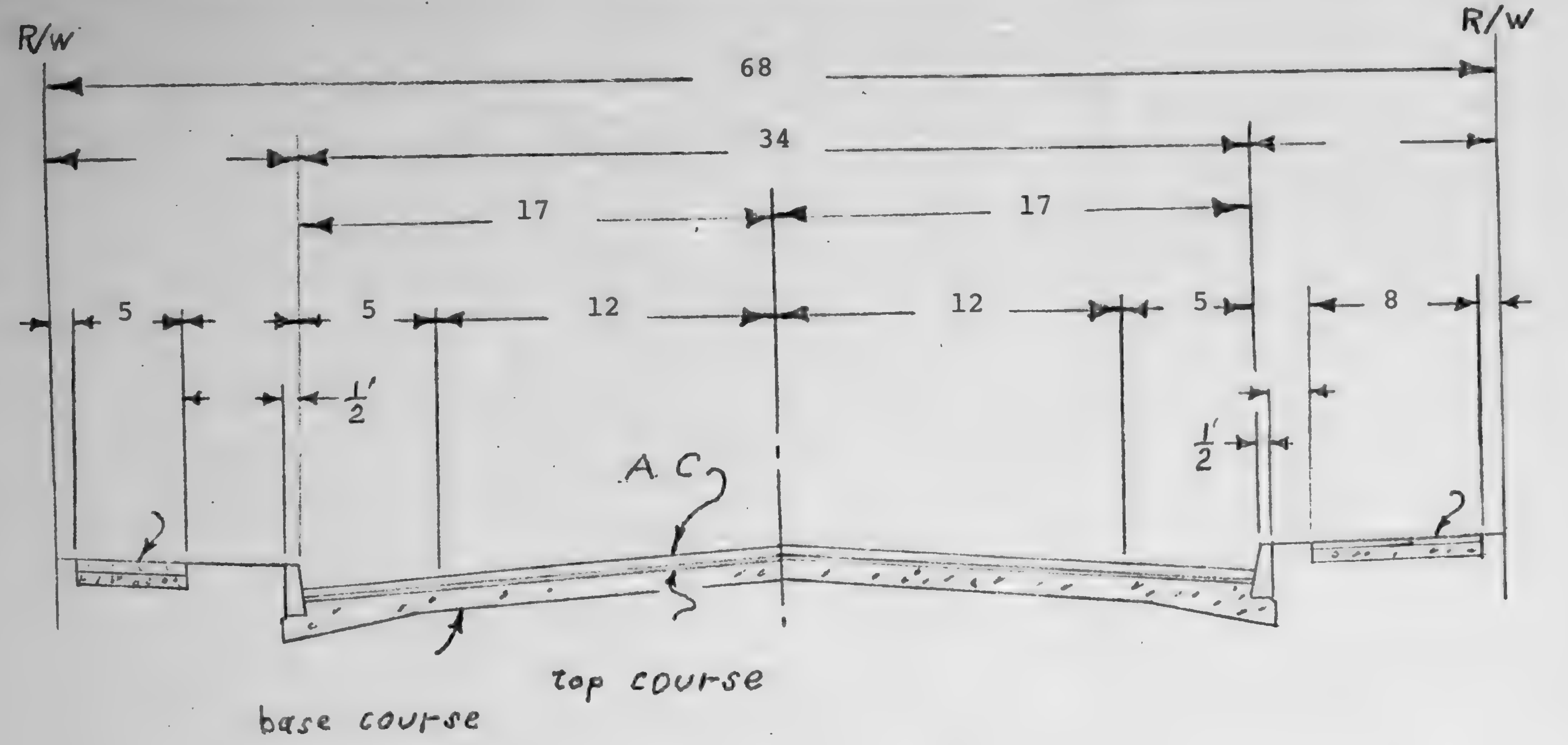
FOOTNOTES: ____________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of ____________
By ____________
By ____________

Marion County
By Harry Carson Jr. Chairman
By Commissioner
By [illegible] McCarthy Commissioner


NORTHWOOD PARK
NORTHWOOD PARK NO 2
NORTHWOOD PARK NO 4
FLAGG SUB NO 2
NORTHRIDGE PARK
LAWNDALE SUB
LANCER PARK
CHEMAWA PARK
WHITEAKER PARK
WILARK PARK
WILARK PARK NO 2
WILARK PARK NO 3
WILARK PARK NO 4
WILARK PARK NO 5
WILARK PARK NO 6
WILARK PARK NO 7
WILARK PARK NO 9
MCLEOD PARK
NORTHTREE ESTATES
WHITEAKER JR HIGH SCHOOL
MCLEOD LANE
ST CROIX WAY
ALDINE DR
CAUDERBACH ST
KIM RD
OREGON ELECTRIC
SALEM PORTLAND
RADIANT DR NE
INTERSTATE HWY 5
6101
6103
619
26 25
36 31
1. alternative improvement
2. alternative improvement
Proposed Project
New state construct


R/W
R/W
68
34
17
17
5
5
12
12
5
8
1/2'
1/2'
A C
top course
base course

NOTE: The Easterly 300-350 feet of the project will consist of four (4) travel lanes (and/or turning lanes at Chemawa Road).

9274

FAU

SALEM AREA TRANSPORTATION STUDY

Room 305 Civic Center Salem, Oregon 97301 (503) 588-6250

COORDINATING COMMITTEE

February 7, 1974

RECEIVED
COUNTY & CITY SECTION
FEB 11 1974
☑ ENGR. ☑ COOR. ☑ CE ☐ [illegible] ☑ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

Mr. H. S. Cox
County, City Engineer
Oregon State Highway Division
Room 405 Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

I am writing to inform you that at its December 19, 1973 regular meeting, the Salem Area Transportation Study Coordinating Committee adopted the attached priority list of Federally Aided Urban System (FAU) projects. In adopting this priority list the SATS Coordinating Committee acted in accordance with the joint resolution between the Mid Willamette Valley Council of Governments and the Coordinating Committee signed December 19, 1972.

It is anticipated that participating units of government, that is, Marion County, the City of Salem and Polk County may submit projects on this approved priority list for funding under the Federal Aid Urban System program.

Of course, the priority list is not a substitute for the A-95 process--comments on specific projects may be made later. Nevertheless, the approved priority list is intended to facilitate the movement of projects from plan phase through construction. We on the Coordinating Committee look forward to working with you to bring Salem's transportation plan closer to realization.

Yours very truly,

Ed Stillings

Edwin Stillings, Chairman
Salem Area Transportation Study
Coordinating Committee

MACDONALD/caa
Attachment

cc Mayor, City of Salem
SATS TAC
Jack Sullivan
Larry Frazier

- PARTICIPATING AGENCIES -

City of Salem - Marion County - Polk County - Mid-Willamette Valley Council of Governments - School District No. 24-J
Mid-Willamette Valley Regional Parks Agency - Oregon State Department of Transportation - Federal Highway Administration

MEMORANDUM

October 29, 1973

TO: L. E. George, Chairman, SATS-TAC

FROM: B. T. Van Wormer, Chairman, Subcommittee by

SUBJECT: Federal Aid Urban Street System Project Priorities

On October 5, 1973, you appointed a subcommittee consisting of John Anderson, Ralph Blanchard and myself. This subcommittee was to prepare an updated priority listing of Federal Aid Urban Projects for submittal to the coordinating committee. The following criteria were used in developing these priorities:

1. Safety
2. Environmental effects
3. The Salem Area Comprehensive Plan
4. The Salem Area Transportation Study Plan
5. Projected volumes
6. Economics
7. Continuity
8. I-305 completion
9. Existing traffic needs
10. Future traffic needs
11. Available funding
12. Social costs
13. Traffic delays
14. Congestion

RECEIVED
COUNTY & CITY SECTION
FEB 11 1974
☑ ENGR. ☑ COOR. ☐ [illegible] ☐ A.E ☑ UE
☐ UPE. ☐ CE ☐ RE ☐ RPE ☐

It is the recommendation of this subcommittee that the following Federal Aid Urban Street System priorities be adopted:

1. 13th Street Extension, Mission to Bellevue St. - FAU 1250
2. Front Street and bridge ramps
3. Chemawa Road, N. River Rd. to I-5 - FAU 1235, 1236 and 1237
4. Pine St. Extension, Portland Rd. to Silverton Rd. - FAU 3086
5. Brooks St. Extension, Fairgrounds Rd. to Cherry Ave. - FAU 3251
6. North Front St., Marion St. to Commercial St. Connection - FAU 1250
7. North Liberty/Commercial St. Couplet, N. Liberty To Columbia St. - FAU 5053
8. Mission St. Parkway, Commercial to Airport Rd. - FAU 2009
9. Pringle Creek Parkway, all sections - FAU 1250
10. 12th Street, State to Commercial St. - FAU 5051 and 3074
11. Pine/Hickory Couplet from Commercial St. to Brooks Ave. - FAU 1211 and 1212
12. Cherry Ave., N. River Rd. to Burlington Northern tracks - FAU 3251.

ADOPTED: December 19, 1974

SALEM AREA TRANSPORTATION STUDY
COORDINATING COMMITTEE

Ed Stillings
Edwin Stillings, Chairman

BTV:bg
cc: S. D. Van Dyke, Traffic Engr.

1981 Cecil Rock Production 9275
approx. 5.0 mi. N. of Cecil, on
Heppner Hwy.

9275

2

January 22, 1982

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

CON 5
#9275

Gentlemen or Ladies:

A post-final payment for $7,050 will be made to Howard Logsdon Logging on Contract No. 9275 for the Cecil Rock Production Project in Morrow County as soon as the warrant is prepared.

The total amount paid on this contract will be $98,719.46 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert V. Gormsen
COMMISSION SERVICES

dmc

cc: Howard Logsdon Logging
3100 Grandview Dr.
Baker, OR 97814

bc: C. T. Keasey
Walt Hart
Dale Allen

9275

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

January 11, 1982

CON 5 #9275

NOTED
H.S. COULTER

Howard Logsdon Logging
3100 Grandview Drive
Baker, OR 97814

RE: Time Extension Request
Cecil Rock Production
Contract No. 9275

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 47 calendar days is granted in accord with Mr. Bartel's letter of December 4, 1981. There remains 53 calendar days of liquidated damages under this contract.

Sincerely,

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:OBJ:cb

bc.	H. S. Coulter ✓	(att. 4 letters)	
	D. D. Allen	" 1	"
	R. Merritt	" 1	"
	Bob Church		

RECEIVED
STATE HWY ENGR
JAN 12 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
THE DALLES, OR 97058
DECEMBER 14, 1981

FILE: CON 5
9275

Walter Bartel

FROM: Walter Bartel,
Ass't Project Manager

TO: Dale Allen,
Region Engineer

SUBJECT: Cecil Rock Production Project
Heppner Highway
Morrow County
Contract No. 9275

Request for Adjustment of Contract Time

Attached for your review please find two (2) copies of the Contractor's Request for Adjustment of Contract Time for the referenced project. The time extension request covers the period from July 14 through September 4, 1981 as per previous correspondence.

Howard Logsdon Logging, in a letter dated December 9, 1981, has accepted our recommendation of nine (9) calender days liquidated damages assessed for the 27th of August through the 4th of September acknowledging work performed. Attached for your use in evaluating this request please find a copy of all previous correspondence pertinent for your consideration of this time extension request.

BRYANT JACKMOND

Recommend Liquidated damages not be assessed for period July 15 thru Aug 26th and Sept. 5-8, 47 days total. See previous correspondence.

Bob Pool 12-17-81

WRM/WGB

cc: Files

CTK -
I concur. See attached prior correspondence.

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RECEIVED
DEC 21 1981
CONSTRUCTION BRANCH

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ROE [✓ RE] [✓ RCE] PLA FAE
RTE RECEIVED GEO
RUE DEC 17 1981 RDE
RSO REGION 4 RBE
ASSIGNED____________

Howard Logsdon Logging
3100 Grandview Drive
Baker, Oregon 97814
(503) 523-7768

ARE [illegible]

DEC 10 1981

FILE

December 9, 1981

Walt Bartel
Ass't Resident Engineer
3313 Frontage Road
The Dalles, Oregon 97058

Mr. Bartel:

Activities concerning crusher and bellydump trucks from August 27, 1981 through September 4, 1981.

Crusher: ½-10 rock was crushed August 27 through August 29 only. On August 31 it was changed to crush a different size material. The crusher produces 60 yards per hour of ½-10 material. In the ½-10 stockpile we had put 1,340 more yards when completed with 200 yards left at the crusher. To be considered complete the pile needed only 1,153 yards. The crusher worked 26 hours producing ½-10 material on the three mentioned days.

Bellydumps: On September 1, 1981 our five 20-yard bellydump trucks moved from Sumpter, Oregon to Hermiston and hauled 1 load each/only of ½-10 material to the Arlington pit. In the next 2½ days, 62 more loads were hauled from Hermiston to the Arlington stockpile. The last truck dumped the final load at 1:30 P.M. on September 4, 1981. Howard Logsdon was the operator shaping the stockpile. There were also 2 laborers raking the pile. The shaping and raking of the ½-10 stockpile was completed at 2:00 P.M. on September 4, 1981.

In a letter dated December 4, 1981, the subject was concerning the number of days to be charged for liquidated damages. We will accept the adjustment of being charged 53 days and refunding us 47 days. Thank you for reviewing our file and making this adjustment.

Sincerely,

Howard Logsdon

Howard Logsdon

enclosures
kmm

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
3313 NE FRONTAGE ROAD
THE DALLES, OREGON 97058

In Reply Refer to CON 5
File No.: 9275

December 4, 1981

Howard Logsdon Logging
3100 Grandview Drive
Baker~~, Oregon~~ 97814

Re: Cecil Rock Production
Heppner Highway
Morrow County
Contract No. 9275

Dear Mr. Logsdon:

The liquidated damages assessed against the referenced project were carefully reviewed. The findings by the State are that liquidated damages should be charged for the periods June 1 through July 14 (44 days) and August 27 through September 4 (9 days). The days shown on the final payment will be adjusted to reflect 53 days, refunding 47 calendar or $7,050.00.

Under the contract, the adjustment cannot be made until you submit a request for adjustment of contract time. To expedite this matter; I have taken the liberty of enclosing a sample "Contractor's Request for Adjustment of Contract Time". If you concur with the dates as noted previously, please submit two (2) copies to this office for processing.

Very Truly Yours

Walter Bartel

Walter Bartel,
Ass't Resident Engineer

cc: Dale Allen
O.B. Jackmond
files

RECEIVED
DEC 8 1981
CONSTRUCTION BRANCH

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B/u 12-21-81

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: O. B. Jackmond
Contract Administration Engineer

DATE: November 25, 1981

FROM: Robert C. Pool
Region Construction Engineer

Robert C. Pool

SUBJECT: Cecil Rock Production
Morrow County
Contract No. 9275

2 ASHE J
1 CAE J
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NOV 27 1981
CONSTRUCTION BRANCH
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CP

Here is some additional information from the contractor and Resident Engineer concerning excess time used on this project.

Three additional items were brought to my attention that I didn't consider in my letter of October 26, 1981:

1. A remark in the comments section of the Weekly Statement of Contract Time Charges stated "Project quantity manufactured was completed Tuesday, 7/14/81. Contractor must finish landscaping the quarry before project can be finaled."
2. Second notification was mailed to the contractor on August 7, 1981 with an effective July 14, 1981 date. Wording on the Second Notification is "Date the work was completed and time charge stopped."
3. All contract work was completed on September 4, not September 8 as indicated in previous correspondence.

After reviewing the matter again, I am revising my recommendations.

Liquidated damages should be charged for the periods June 1 through July 14 (44 days) and August 27 through September 4 (9 days required to produce material at Hermiston). The contractor says it only took three days to produce the material at Hermiston (see Logsdon's letter dated 11/2/81), but this is in error. Our plant reports and diaries verify the 9 days. I think what he means is it should have taken three days.

11-27-81

CTK -

I agree with Region to grant time extension of 47 C.D -[100 - (44+9)]- will need a time extension request from the contractor to do this. Region so advised by Telephone.

Omg

RCP:pw

cc: W.R.Meritt

9275

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

12-3-81

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Const. Co. No. 9191	Geary Canal Bridge Klamath County	Nov. 6, 1981
M.C. Lininger & Sons, Inc. No. 9006	Siskiyou Blvd.-Park St. (Ashland) Jackson County	Nov. 6, 1981
Wildish Const. Co. No. 9304	Florence/Eugene Hwy. @ Fisher Rd. Lane County	Nov. 16, 1981
Hannan Bros. Construction, Inc. No. 8877	Walluski River Bridge Clatsop County	Nov. 16, 1981
Mid-Columbia Paving Co. No. 9312	Shaniko-The Dalles/Calif. Hwy. Wasco County	Nov. 17, 1981
Hamilton Const. Co. No. 9115	Rock Creek Bridges Columbia County	Nov. 17, 1981
Howard Logsden Logging No. 9275	Cecil Rock Production Morrow County	Nov. 18, 1981
Douglas S. Coats, Inc. No. 9276	Umatilla River-UPRR X'ing (Echo) Umatilla County	Nov. 19, 1981
Steeck Elect. Co. No. 9218	Ore. Coast Hwy. @ Rhododendron Dr. (Florence) Lane County	Nov. 30, 1981
Peter Kiewit Sons' Co. No. 8804	Long Prairie Rd.-Willow Flat Rd. Hood River County	Nov. 30, 1981
Babler Bros., Inc. No. 8798	Warren-Scappoose Columbia County	Nov. 30, 1981
Ross Bros. Const., Inc. No. 8558	Denny Road Intchge. Washington County	Nov. 20, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Wildish Const. Co. No. 9031	Woodson Place-Main St. (Cottage Grove) Lane County	Nov. 30, 1981
Mill Plain Electric Inc. No. 9205	W. Portland Park & Ride Multnomah County	Dec. 1, 1981
Aubrey Mt. Const. Co. No. 9226	Mill Creek (Park) Bridge Polk County	Dec. 2, 1981

December 3, 1981 Keasey

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9275

L.

November 27, 1981

United States Fidelity & Guaranty Company
P. O. Box 3459
Portland, OR 97208

CON 5
#9275

Gentlemen:

On November 19, 1981, we wrote to you concerning release of final payment on Contract No. 9275 awarded to Howard Logsdon Logging for the Cecil Rock Production Project in Morrow County.

Final payment on this contract is $2,000 and the total contract amount is $91,669.46. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Howard Logsdon Logging
3100 Grandview Drive
Baker, OR 97814

bc: C. T. Keasey
Walt Hart
Dale Allen

9275

L

FORM 81 734 300 OREGON STATE HIGHWAY DIVISION **FIELD ENGINEER'S WEEKLY REPORT** FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION	SECTION CECIL ROCK PRODUCTION	WEEK ENDING August 8, 1981 SECTION PREFIX 25-8316
	HIGHWAY HEPPNER	COUNTY MORROW
NAME OF JOB CECIL ROCK PRODUCTION	KIND OF WORK OILING ROCK	
CONTRACTOR HOWARD LOGSDON LOGGING COMPANY	CONTRACT NUMBER 9275	FEDERAL AID PROJECT NUMBER STATE
DATE OF CONTRACT 4/1/81	DATE WORK STARTED 4/14/81	ESTIMATED COMPLETION DATE July 20, 1981
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED 44 excess
	SPECIFIED COMPLETION DATE May 31, 1981	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $119,112.58		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 83.1
EXCLUSIVE OF ENGINEERING: $109,667.53	ENGINEERING AUTHORIZATION $9,445.05	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 84.4
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 91,113.37*	ENGINEERING COST TO DATE $9,000.00	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT ~~[illegible]~~ UNDERRUN 17 %	PERCENT OF AUTHORIZATION 95 %	7/14/81

*includes liquidated damages

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					93		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			15,500 cuyd		
TOTAL QUANTITIES CORRECTED TO DATE			14,700 cuyd		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			14,432 cu yd		
AVERAGE DAILY QUANTITIES			-		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			-		
NUMBER OF SHIFTS PER DAY			-		
HOURS PER SHIFT			-		

EQUIPMENT USED DURING THE WEEK: none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2		0		
MONDAY 3		0		
TUESDAY 4		0		K
WEDNESDAY 5		0		RECEIVED
THURSDAY 6		0		AUG 10 1981
FRIDAY 7		0		CONSTRUCTION [illegible]
SATURDAY 8		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 2	No activity all week
MONDAY 3	
TUESDAY 4	
WEDNESDAY 5	
THURSDAY 6	
FRIDAY 7	
SATURDAY 8	

REMARKS

No activity all week by contractor. This office preparing to submit semifinal estimate.

SIGNED David F Hinte for W.R. Reid Meritt LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9275

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 16, 1981

In Reply Refer to
File No. CON 5 #9275

Howard Logsdon Logging
3100 Grandview Drive
Baker, OR 97814

NOTED
H.S.COULTER

Re: Request for Contract Time Adjustment
Cecil Rock Production
Contract No. 9275

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. The reason set forth in your request, delayed completion of another project, is not a bona fide reason for additional contract time under the terms of our contract. Your request must be denied. Assistant Resident Engineer Bartel's letter of June 8 to you accurately defines our evaluation of your request.

Should you wish to submit additional data or to review this matter further, please contact Resident Engineer Reid Meritt or his Assistant, Mr. Bartel.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Dale Allen "
Reid Meritt "

RECEIVED
STATE HWY ENGR
JUN 16 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

FORM 81-734-3030

____ASHE____ RECEIVED ____OM____
____CAE____ ____CA____
____FOE____ JUN 16 1981 ____LE____
____QCE____ ____TC____
____SCS____ ____FE____
____FEO____ CONSTRUCTION BRANCH ~~FILE: CON~~ 5
9275

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
The Dalles, OR 97058
June 8, 1981

Walter Bartel

FROM: Walter Bartel,
Ass't Resident Engineer

SUBJECT: Cecil Rock Production
Contract No. 9275

TO: Dale Allen,
Region Engineer

Attached please find the Contractor's Request for Adjustment of Contract Time, dated June 1, 1981, for the subject project.

The contractor, Howard Logsdon Logging, has requested a time extension of 25 calender days. The following is a synopsis of project activity to date.

April 01, 1981	Contract award date
April 14, 1981	First Notification
April 27, 1981	Completed Drilling, Shot Quarry
May 15, 1981	Moved in crusher
May 18, 1981	Began rock production
May 31, 1981	Specified Completion Date

The contractor's justification for the time extension requested from June 1 through June 25 is the delay of three (3) full weeks caused by rain halting rock production at the Looking Glass Fish Hatchery in Elgin, Oregon. This set the Cecil Rock Production project back three (3) weeks.

We feel this is not a bona fide reason for granting a time extension as covered under section 108.09 of the Standard Specifications, and recommend that the request be denied do to the inactive period between April 27, 1981 and May 15, 1981 (19 calender days).

6-16-81

CTK -
I agree with Region & Ass't. Resident.
Request should be denied.
Omg

enc.

WRM/WGB

CC: Construction
Files

RGE RE RCE PLA FAE
RTE RECEIVED GEO
RUE JUN 11 [illegible] RDE
RSO REGION 4 RBE
ASSIGNED____

Bryant Jackmond -
I concur with Walt. Recommend no additional time. Paul

CONTRACTOR S REQUEST FOR ADJUSTMENT OF CO RACT TIME
Oregon Department of Transportation
HIGHWAY DIVISION

Oregon Transportation Commission
Salem, Oregon

Date June 1, 19 81

Gentlemen:

We, the undersigned, respectfully request an adjustment of contract time from June 1, 1981 to June 25, 1981, within which to complete Section Cecil Rock Production, Contract No. 9275, without the assessment of liquidated damages.

The date(s) during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work are summarized below and detailed on attached sheets.

The reason we are asking for an extension is that on our previous job of rock production at the Looking Glass Fish Hatchery in Elgin, Oregon was rained out for 3 full weeks. Because of the rain, we were set back 3 weeks on the Cecil Rock Production job.

RE | ARE | RDE

JUN 3 1981

FILE

Respectfully Submitted,

Howard Fogden Logging
Contractor

By Howard Fogden

CONSENT OF SURETY

Date June 1, 19 81

We, United States Fidelity & Guaranty Co., as surety on the bond guaranteeing the completion of the above-named contract, hereby join in and consent to said request for and adjustment of contract time, and hereby agree to remain fully bonded as surety in all respects as if the contract time remained as stipulated in the original agreement.

Burnside's Insurance Service Management
2001 Main St., P. O. Box 1047
Baker, Oregon 97814

Attorney-in-fact
Power of Atty - Attached

Resident Agent

ENGINEER'S FINDINGS

Investigation of the above request has been completed and the findings are as follows:

Request is denied as not being a bona fide reason for additional contract time. See Ass't. Resident Bartel's letter of 6-8-81 to contractor.

Approved:
For Assistant State Highway Engineer

FORM 734-3320 (Rev 4-80)

CONTRACTOR, SUBMIT TWO COPIES TO RESIDENT ENGINEER

1981 Umatilla River-U.P.R.R. 9276
Xing (Echo) Sec. of Lexington-
Echo Hwy. (Grading & paving)

CITY OF ECHO
P.O. Box 9
Echo, Oregon 97826
Phone (503) 376-8411

October 16, 1984

[illegible]

H. S. Coulter
State Engineer
State Highway Division
Transportation Building
Salem, OR 97310

Dear Mr. Coulter:

I have been directed by the Echo City Council to write to you concerning problems we have been experiencing in our community regarding drainage from Main Street(Umatilla River--UPRR X-ing Echo-Lexington Hwy.). The Highway division constructed a stormdrainage system on this strip of highway in the spring of 1980.

While we appreciate the effort to improve the drainage problem on this street, we feel that the end result because of lack of appropriate drains at the side street intersections and because the roadway was resurfaced to make it considerably higher than the intersecting city streets, has actually resulted in more of a drainage problem.

Our community does not have the funding and resources to correct this situation and feels that the state should budget for this undertaking.

I have enclosed a copy of my letter to the region 5 office and the letter responding to it. I hope you will look the situation over and offer us some help.

Sincerely,

Diane Berry

Diane Berry
City Administrator

Enclosure:

cc: Region 5 Office

WES
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RECEIVED
STATE HWY ENGR
OCT 18 '84
REFER TO
FOR

Info	Inv.	R/D	D/R	Sign	Act	File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

September 13, 1984

H.S. Coulter
HwyDiv

Diane Berry
City Administrator
City of Echo
P. O. Box 9
Echo, Oregon 97826

Dear Ms. Diane Berry:

Re: Echo Storm Drain System

Your letter of August 9 outlines drainage problems in the City of Echo which you would like us to correct.

We have had a crew check the gutter grades along Main Street, and find that there are several high spots on either side of Dupont which could cause water to pond. We will have our maintenance crew fix these.

The problems associated with the side street drainage are a different question. The City had been plagued with long-standing drainage problems, including flooded basements, when the "Umatilla River - UPRR X-ing" project was proposed in February 1980. It was never the intent of this project to solve the City's side street drainage problems, but rather it would provide a storm sewer trunk line which the City could utilize to solve other drainage problems. The storm sewer was sized to allow for the City's future use.

The Highway Division is sympathetic to your problems. We feel, however, that we have expended monies to the limit of our authority for the installation of the trunk line and that the side street drainage is a City responsibility.

If we can be of further assistance, please advise.

Sincerely,

R. D. Hector
Region Engineer

WGA:RDH/lm

$1 50

CITY OF ECHO
P.O. Box 9
Echo, Oregon 97826
Phone (503) 376-8411

August 9, 1984

State Highway Division
Box 850
La Grende, OR. 97850

RE: ECHO STORM DRAIN SYSTEM

I am writing on behalf of the City of Echo Council and business people who share a concern over the drainage on the Echo Main Street (Lexington-Echo highway) and side street intersections. A storm drainage system was constructed in Echo on this section known as Lexington-Echo Highway-Umatilla River--UPRR X-ing (Echo) section in 1981 by the State of Oregon Hghway Division. We appreciate the fact that the state put in this system, but we feel that there are some problems with it that should be brought to your attention and corrected.

The area was not levelled in a way that would collect all of the Main Streetdrainage and channel it to the drains. As a result there are several large areas of water accumulation on Main Street. This is particularly a problem on the south side in front of Enright's Quick Serve. The fact that the resurfaced highway is higher than the intersecting side streets and that no drains were placed at these intersections has lead to an increase in the run off on to corners of Main and Dupont north and south, Main and Front north and south, and Main and Bonanza north and south.

The accumulation on both sides of Dupont street has been the most acute. During the rainy and winter seasons from October through April, after any snow melt or rain, large lakes as deep as 8" or more accumulate and as long as 50 feet by 10 feet. The United States Post Office, Echo Tavern, Enright's Quick Serve Service Station, and Power's Corner Grocery, also Echo Beauty Salon and liquor Store, are located on this north and south intersection with Main Street.

As this is the hub of business in the community it poses a very severe problem for all residents using the post office and patronizing the businesses, as well as deliverymen and the business people themselves. Both Power's Store and the Echo Tavern have had problems with the water draining back into their basements.

The City of Echo does not have the resources to correct this situation, and also feels that it should have been realized when plans were made for the storm drainage system that there would be a side street problem unless drains were placed at each intersection.

Our community is paying property tax rates of over $ 41.00 per thousand dollars valuation at the present time, so there is no way that the city can ask voters to fund correcting this problem.

We feel that the state highway division should make provisions to provide for drainage collection for the problem areas outlined here: Main and Dupont, Main and Front, and Main and Bonanza.

Sincerely,

Diane Berry
City Administrator

DB/lm

2276

F

STATE COPY

U.S. DE[illegible]MENT OF TRANSPORTATION
FED[illegible] HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

3-6-84

9276

REGION NO. 10	REPORT NO. 2	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT March 6, 1984	REPORT MADE BY C.O.Fredrickson,Const. Engr.		PROJECT NO. RS-188(4)
COMPLETION DATE July 10, 1981	ACCEPTANCE DATE BY CONTRACT AGENCY November 19, 1981	TIME ELAPSED 98 %	CONTRACT TIME 88 CD
APPROVED EXTENSIONS	LOCATION Umatilla River-UPRR X'ing Section of the Lexington-Echo Highway in Echo.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

[illegible]CEIVED
STATE HWY ENGR
APR 23 '84
REFER TO Fredrickson
FOR
Info | [illegible] | R/D | D/R | Sign | Act | File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ

1. Description of Improvement as Programed:

   A. Grading and construction of treated subgrade and asphalt pavement.

   B. Construction of storm sewer system.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Douglas S. Coats, Inc.

3. Contract Amount: $110,816.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

A final inspection was made on 9/8/81.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4/13/84	TITLE Field Operations Engineer	DATE 4/20/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9276 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-14-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-188(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00102

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/1/81

8. FEDERAL ROUTE NUMBER Secondary 188

9. STATE ROUTE NUMBER Secondary 320

10. GENERAL LOCATION:
Umatilla River - UPRR X'ing (Echo)

11. GENERAL DESCRIPTION OF WORK
Correction of PR-1240

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (Specify) See below

13. REMARKS

My PR-1240 dated 12/1/81 for the subject project is corrected to read TEC $892.24 Federal Funds $786.77.

(Increase TEC $726.94 Federal Funds $640.77)

RECEIVED
ST. HWY ENGR.
DEC 16 '81
REFER TO
FOR
Info File

14. DATE 12/14/81

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9276

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

12-3-81

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Const. Co. No. 9191	Geary Canal Bridge Klamath County	Nov. 6, 1981
M.C. Lininger & Sons, Inc. No. 9006	Siskiyou Blvd.-Park St. (Ashland) Jackson County	Nov. 6, 1981
Wildish Const. Co. No. 9304	Florence/Eugene Hwy. @ Fisher Rd. Lane County	Nov. 16, 1981
Hannan Bros. Construction, Inc. No. 8877	Walluski River Bridge Clatsop County	Nov. 16, 1981
Mid-Columbia Paving Co. No. 9312	Shaniko-The Dalles/Calif. Hwy. Wasco County	Nov. 17, 1981
Hamilton Const. Co. No. 9115	Rock Creek Bridges Columbia County	Nov. 17, 1981
Howard Logsden Logging No. 9275	Cecil Rock Production Morrow County	Nov. 18, 1981
Douglas S. Coats, Inc. No. 9276	Umatilla River-UPRR X'ing (Echo) Umatilla County	Nov. 19, 1981
Steeck Elect. Co. No. 9218	Ore. Coast Hwy. @ Rhododendron Dr. (Florence) Lane County	Nov. 30, 1981
Peter Kiewit Sons' Co. No. 8804	Long Prairie Rd.-Willow Flat Rd. Hood River County	Nov. 30, 1981
Babler Bros., Inc. No. 8798	Warren-Scappoose Columbia County	Nov. 30, 1981
Ross Bros. Const., Inc. No. 8558	Denny Road Intchge. Washington County	Nov. 20, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Wildish Const. Co. No. 9031	Woodson Place-Main St. (Cottage Grove) Lane County	Nov. 30, 1981
Mill Plain Electric Inc. No. 9205	W. Portland Park & Ride Multnomah County	Dec. 1, 1981
Aubrey Mt. Const. Co. No. 9226	Mill Creek (Park) Bridge Polk County	Dec. 2, 1981

December 3, 1981

Keasey

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

#9276

L

ROW 18-4

December 1, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Cost Overrun
Water & Sewer Facilities Relocation
City of Echo
Umatilla River-UPRR X'ing (Echo) Section
Lexington-Echo Highway
Umatilla County
Project No. RS-188(3)

Reference is made to my letter of July 31, 1981 which transmitted an estimate of cost to you for the relocation of the City of Echo's water and sewer facilities and to your Letter of Approval and/or Authorization (PR-1240), dated August 10, 1981, which approved the agreement with the City of Echo.

The relocation work has been completed and a final billing received from the City of Echo. The approved estimated cost for the work is $165.60. Actual relocation cost is $892.24 which is an overrun of $726.64 or 438.8%. The cost overrun is a result of a conservative estimate and complications during construction which is set forth in detail in a letter from the City of Echo dated November 18, 1981. A copy of the City's letter, the original estimate, your PR-1240 and the final billing are attached.

Your approval for participation in the actual cost of $892.24 for the relocation of the City's facilities is requested.

JMC/DES/llr
Attachment

cc: E. S. Hunter ✓
Rich Evans
Harlin Gerlach

RECEIVED
TECHNICAL SERVICES
DEC 3'81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9276

December 1, 1981

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9276

Gentlemen:

On November 23, 1981, we wrote to you concerning release of final payment on Contract No. 9276 awarded to Douglas S. Coats, Inc. for work on the Umatilla River-U.P.R.R. Crossing (Echo) Section of the Lexington-Echo Highway in Umatilla County.

Final payment on this contract is $2,750 and the total contract amount is $111,050.48. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

9277 Multnomah Co.

ROAD DESIGN SECTION DES 16

R. N. Bothman, Metro Administrator October 1, 1981
E. L. Hardt, Region I Engineer

ADOlson
A. D. Olson
Preliminary Design Engineer

Interchange Ramps
Columbia River-Powell Section
Multnomah County

Present plans for the first phase of I-205 are to construct two lanes of PCC northbound and two lanes southbound between the Columbia River Bridge and Powell Boulevard. Connections would be made with the Banfield Freeway to and from the east and from the west to the north. The Airport Interchange, Sandy-Columbia Interchange, Powell Boulevard Interchange (including frontage roads to Division) and the ramps on the south side of the Stark-Washington Interchange are also included in the first phase.

Since the Powell Boulevard Interchange only provides moves to and from the west, we have been requested to consider adding the north half of the Division Interchange, completing the "east at Division, west at Powell" pattern. A check of this by Metro Traffic and Salem Traffic shows no capacity problem for I-205.

Your comments and recommendations would be appreciated.

ADO:ja

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 5 1981
ROAD DESIGN
SECTION

Do Not File
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Bring Up
Action

9276

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-10-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-188(4)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00102

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/7/81
8. FEDERAL ROUTE NUMBER Secondary 188
9. STATE ROUTE NUMBER Secondary 320

10. GENERAL LOCATION:
Umatilla River - UPRR X'ing (Echo)

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 7/31/81 this will confirm the advance approval date of 7/7/81 to proceed with the actual adjustments to the City of Echo's water and sewer facilities relocation on an actual cost basis estimated to be $166 Federal Funds $146.

I approve the agreement with the City of Echo.

Approval and particiaption for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

(The above authorization does not require additional obligation of funds)

RECEIVED
STATE HWY ENGR
AUG 11 '81
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig to
8/11

14. DATE 8/10/81
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9276

L.

ROW 18-4

July 31, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Water and Sewer Facilities Relocation
City of Echo
Umatilla River-UPRR Xing (Echo) Section
Lexington-Echo Hwy.
Umatilla County
Project No. RS-188(4)

Here is a copy of an estimate of cost to adjust the City of Echo's water and sewer facilities received 7/13/81.

A certification prepared by Harlin Gerlach as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of July 7, 1981 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $166.

JMC/vlw
Enc.
cc: E. S. Hunter
Jack M. Cartwright
Harlin Gerlach

RECEIVED
TECHNICAL SERVICES
AUG 3 '81
REFER TO
FOR

Info	inves	R/D	D/R	Sign	Act	File

9276 L.

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Umatilla River-UPRR X'ng (Echo)

WEEK ENDING: July 24, 1981

SECTION PREFIX: 130-1074

HIGHWAY: Lexington-Echo

COUNTY: Umatilla

NAME OF JOB: Umatilla River-UPRR Xing(Echo)

KIND OF WORK: Overlay and storm sewer installation

CONTRACTOR: Douglas S. Coats, Inc.

CONTRACT NUMBER: 9276

FEDERAL AID PROJECT NUMBER: RS-188(4)

DATE OF CONTRACT: April 1, 1981

DATE WORK STARTED: May 6, 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 90

WORK DAYS USED:

CALENDAR DAYS USED: 89

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 126,684.16

EXCLUSIVE OF ENGINEERING: $ 126,684.16

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 116,638.72

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

ENGINEERING AUTHORIZATION: $ 10,045.44

ENGINEERING COST TO DATE: $ 11,126.10

PERCENT OF AUTHORIZATION: 110 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: July 10, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100			100			

	sewer	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.19	0.20			
MILES PARTIALLY COMPLETED	0.19	0.20			
MILES COMPLETED	0.19	0.20			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1140 lf	1400 ton			
TOTAL QUANTITIES CORRECTED TO DATE	1170 lf	1300 ton			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1170 lf	1300 ton			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 27 1981
CONSTRUCTION
BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

July 19 **SUNDAY**	No Work
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
July 25 **SATURDAY**	No Work

REMARKS

This project is complete. The office is working on the semi-final and awaiting paperwork from the contractor before submitting the third notice.

FINAL REPORT

SIGNED Ed Wilson LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9276

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
• : 6-12	FEDERAL-AID PROJECT AGREEMENT 5-27-81	COUNTY UMATILLA PROJECT NO. RS-188(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Umatilla River - UPRR Xing (Echo)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-4-81	0.140

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 126,684.00	$ 111,709.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Highway Engineer
(Title)
XXX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burson *(Division Administrator)*
For: Dale E. Wilken

Date executed by Division Administrator MAY 27 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon April 29, 1981

Federal Aid Project
No. RS-188(4)

Umatilla River - UPRR X'ing (Echo)
Lexington - Echo Highway
Umatilla County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 11+60 to Sta. 19+00)

Mobilization		All Required	$ 8,000.00
Temporary Protection and Direction of Traffic		All Required	1,500.00
Temporary Signs	160 Sq. Ft.	7.00	1,120.00
Temporary Barricades	8 Each	50.00	400.00
Flagmen	210 Hour	11.00	2,310.00
General Excavation		All Required	2,950.00
Trench Excavation	700 Cu. Yd.	6.00	4,200.00
Aggregate Shoulders	30 Cu. Yd.	20.00	600.00
Cement Treated Base	1,500 Sq. Yd.	2.00	3,020.00
Cement for Treated Base	40 Ton	90.00	3,600.00
Class "B" or Class "C" Asphalt Concrete	1,400 Ton	37.00	51,800.00
12-inch Sewer Pipe	714 Lin. Ft.	12.00	8,568.00
15-inch Sewer Pipe	240 Lin. Ft.	15.00	3,600.00
18-inch Sewer Pipe	186 Lin. Ft.	18.00	3,348.00
Extra for Pipe Under Pavement	756 Lin. Ft.	10.00	7,560.00
Concrete Manholes	1 Each	1,200.00	1,200.00
Concrete Inlets, Type G-2	6 Each	500.00	3,000.00
Concrete Curbs	120 Lin. Ft.	7.00	840.00
Extra for Asphalt Approaches	8 Each	400.00	3,200.00
			$ 110,816.00

Anticipated Items		
Permanent Pavement Striping	All Required	$ 800.00
	SUBTOTAL	$ 111,616.00
	Engineering	15,068.00
	TOTAL	$ 126,684.00

Length of Roadway	0.140 mi.
Cost of Roadway Per Mile	$904,885.71
Federal Funds (88.18%)	$111,709.00
State Funds	14,975.00
TOTAL	$126,684.00

Group	1-100%
Contract No.	9276
Prefix	130-1962
Prefix	130-1074

#9276 5-12-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-188(4)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00102

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/12/81
8. FEDERAL ROUTE NUMBER Secondary 188
9. STATE ROUTE NUMBER Secondary 320

10. GENERAL LOCATION:
Umatilla River - UPRR X'ing (Echo)

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's 5/12/81 letter I approve the program change as follows:

1) Project Location: Change to read "SR, Umatilla River to UPRR Crossing (Echo)".

2) Miles: Change to read "0.266".

RECEIVED
STATE HWY ENGR
MAY 18'81
REFER TO Mahnig
FOR
Info | Inves | R.P. | Dr. | S.fn. | Act | File

[illegible] 5/18/81

14. DATE 5/12/81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9276

L

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 12, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 00102
Project No. RS-188(4)
Umatilla River-UPRR X'ing (Echo) Sec.
Umatilla County
Contract No. 9276

I request approval of a program change to extend the "Beginning of Project" (the westerly limits) westerly a distance of 358 feet, to the easterly end of the bridge over the Umatilla River, requiring modifications of the PR-1 form as follows:

1) Project Location: Change to read "SR, Umatilla River to UPRR Crossing (Echo)".

2) Miles: Change to read "0.266".

It is estimated the additional cost will add approximately $15,960 to the contract. But, if you approve a change in the base design that the Construction Section proposes the net increase will be approximately $9,340.

Upon your approval of this program change the Construction Division will negotiate terms with the Contractor and forward the proper documents under separate action.

JLG:bkc
cc: C.T. Keasey
General Files

Form 734-3122

9276

L

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: D. H. Moehring
Asst. State Highway Engineer

DATE: May 8, 1981

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

FROM: Duane O. Christensen
Construction Operations Engineer

SUBJECT: Umatilla River-UPRR X'ing. (Echo)
Lexington-Echo Highway
Umatilla County
Contract No. 9276

FILED
H.S. COULTER

Attached is a request from R. D. Hector, Region 5 Construction Engineer, to:

1. Extend the limits of the project on the West end from Station 11+60 to 8+02 a distance of 358 feet. This section to be overlayed and guardrail to be added at the bridge ends.

2. Revise the base design of the section from Stations 18+00 to 22+05.

The base design change results in a savings and the extension of the project in a funding increase. The net result is an increase to the project of $9,340.

We have reviewed this proposal and concur if funds are available. Please take necessary action to make this program change with FHWA so that a Price Agreement can be made and work can progress on a timely basis.

DOC:mk

Attach.

cc: H. S. Coulter
E. S. Hunter
R. D. Hector

RECEIVED
STATE HWY ENGR
MAY 8 '81
REFER TO
FOR
Info [illegible] Act File

4276 3-4-81 L

U. S. DEPARTMENT OF TRANSPOR' ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-188(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00102

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/4/81

8. FEDERAL ROUTE NUMBER Secondary 188

9. STATE ROUTE NUMBER Secondary 320

10. GENERAL LOCATION:
Umatilla River - UPRR X'ing (Echo)

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 2/23/81 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
APR 7'81
REFER TO Woelbing
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 3/4/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE Acting Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9276

320

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/25/81
Donald L. Rount

jw

March 26, 1981 Bid Letting ____________ All Clear Deadline

SECTION Umatilla River-UPRR Xing (Echo)
Highway Lexington-Echo (320)
County Umatilla Region 5
Type of Work G-P-Drain-Curb Funds FAS
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

~~[illegible]~~

statewide Noise

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	3 EXC
EIS	☒					
Negative Declaration	☒					
Project Assessment	☒					
Write-off Letter	☒					

PERMITS:						
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
Fish & Wildlife		☒	☒	☒	☒	

CULTURAL:						
Cultural Survey		☒			☒	
Cultural Salvage	☒					

NOISE:						
Noise Study		☒			☒	Statewide

9276 2-12-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-188(4)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Umatilla

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00102

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

ATE HWY EN
FEB 19 '81
REFER TO Moehring
FOR
Info Invest [illegible] D/R Sign

7. DATE AUTHORIZATION EFFECTIVE 2/12/81
8. FEDERAL ROUTE NUMBER Secondary 188
9. STATE ROUTE NUMBER Secondary 320

10. GENERAL LOCATION:

Umatilla River - UPRR X'ing (Echo) Section

11. GENERAL DESCRIPTION OF WORK

Drain and Pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/9/81 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $158,000 Federal Funds $139,320 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

14. DATE 2/12/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Acting Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9326

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 9, 1981

TO: Ernest, Valach, Acting Div. Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00102
Project No. RS-188(4)
Umatilla River - UPRR Xing (Echo) Sec.
Umatilla County

Attached data consists of PR-1 forms with project maps.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $158,000 with obligation of $139,320 in Federal funds in accordance with the approved Certification Acceptance Plan.

DRH:bkc
Attachments

cc: W.E. Schwartz (Region 5)
✓ General Files

Form 734-3122

9276

320

VICTOR ATIYEH
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, P.O. BOX 3503, PORTLAND, OREGON 97208

December 24, 1980

Don Trout
Department of Transportation
Transportation Building
Salem, OR 97310

Reference: Umatilla River - UPRR Xing (Echo)
Lexington-Echo Highway
Umatilla County

Dear Don:

Thank you for sending us early notification of your planned work even though it will not require a fill/removal permit. It appears the project will not cause any significant impacts to the resources of the Umatilla River. To minimize any possible impact, however, we would suggest that inwater work take place between October 1 and December 1 if at all possible, and that the bankline be stabilized with rock or vegetation at the completion of the project.

If we could be of further help, please call me at 229-5680.

Sincerely,

Brent O. Forsberg
Staff Biologist
Environmental Management Section

BOF:te

cc: Phelps

RECEIVED
DEC 26 1980
ROAD DESIGN SECTION

___ Versteeg ___
___ Anderson ___
copy Christensen ___
___ Olson ___
copy Sullivan ___
___ Terpin ___
I Trout ___
___ Wakerlig ___

Do Not File
Return To ___
Bring Up ___/___/___
Action ___

9276

~~B/J 1-12-81~~

December 19, 1980

DES

Department of Fish
& Wildlife
506 S.W. Mill Street
Portland Oregon 97201

Attention: Brent Forsberg

Dear Brent:

Re: Umatilla River-UPRR Xing (Echo)
Lexington-Echo Highway
Umatilla County

In the near future we plan to take bids on the above highway improvement project. The proposed design includes the outlet of an 18-inch storm sewer pipe into the Umatilla River. This will entail a small amount ofeexcavation on the easterly riverbank. Because of the small quantity of riverbank work, we have not applied to the Division of State Lands for a Removal/Fill permit.

We would be pleased to have you review this proposal and offer your recommendations.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Donald L. Trout
Final Project Development Coordinator

DLT:ab

9276

STATE OF OREGON

HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO 320

LOC 15 #320

TO: FILE

DATE November 18, 1980

FROM: George C. Wills
George C. Wills
Location Field Engineer

REFERRED TO
Beard ✓ Stoudenmeyer ORS
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return ~~Discuss~~ Do File Copy Due
BY FINAL DESIGN ENGINEER

SUBJECT: Umatilla River-UPRR X'ing (Echo)
Lexington-Echo Highway
Umatilla County
130-1960

Subject project has been reviewed and several adjustments will be required.

The storm sewer is designed as a combination system for Echo and the highway facility. FHWA will not participate in the oversize required for Echo; therefore, the additional cost for oversize of the system will have to be separated. Also it does not appear that manhole locations can be utilized by Echo as they are presently located. It would appear that manholes should be constructed within the street lines of Front, DuPont and Bonanza to facilitate connection of future laterals.

Base design is inadequate as located. Aggregate base depth must be increased to 15" rather than the 8" as indicated, also pavement depths will require an increase of 1" in depth to achieve the CBE depth of 22 1/2". The section from Bonanza Street to the UPRR will require reconstruction rather than overlay due to the very poor condition of the pavement and the high deflections measured.

The location estimate is substantially over the amount in the Six Year Program. The changes noted will increase the costs even more.

It is recommended that the project be shortened by eliminating proposed road work from Sta. 8+02 to 11+50. It is likely that the flap gate could be eliminated in this first stage construction and added when city laterals are constructed if required. All curb work should also be eliminated.

12-4-80
Drainage?
Placed [illegible]
in [illegible] locker
[illegible]

GCW:ge

cc D. H. Moehring
J. H. Versteeg
W. E. Schwartz
F. E. Terpin

1 Versteeg ✓
Anderson
3 Christensen Dor
2 Olson ao
Sullivan
Terpin
Trout
Wakerlig

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NOV 19 1980
ROAD DESIGN SECTION

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Return To
Bring Up /
Action

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9276

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LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

6-10-80

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Umatilla River- UPRR Xing (Main Street) Echo

HIGHWAY NAME: Lexington - Echo

HIGHWAY NUMBER: 320

REGION 5	ADMINISTRATIVE DISTRICT 12	COUNTY Umatilla	CITY Echo

LENGTH: 0.26

MILEPOST NUMBER: 35.39 TO 35.65

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

This project runs from the Umatilla River Bridge (MP 35.39) to the UPRR Xing (MP 35.65) on the Lexington-Echo Highway.

The proposed project will provide for storm sewer installation and pavement overlay of varied widths from 32' to 60' along Main Street. Also some curb work to be done to drain side streets adequately.

REFERRED TO
Beard
Cole
Eriksen
Hager
Stoudenmeyer
Mann
Watson ✓ JW
Leu
Dorn
Due
Return Discuss Do [✓ File Copy]
BY FINAL DESIGN ENGINEER

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 - 850

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
JUN 19 1980
ROAD DESIGN SECTION

Do Not File
Return
Bring in
Action

APPROVED
Frank E. Terpin
Location Engineer
Date 6/10/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTIN UMBER AND WIDTH	PR OSED NUMBER AND WIDTH
TRAVEL LANES	two - 12'	no change
SHOULDERS	two - 4'	"
MEDIANS	0	"
PARKING LANES	two - 14'	"
SIDEWALKS	two - 6'	"
BIKEWAYS	0	"
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☐	☒
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

		NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	■	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☒	☐	☐

Type ________________________

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2 weeks)	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	5
RECOMMENDED CONSTRUCTION DATE	3Q '80 (Region)	Dec. 18, 1980 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
2" Asphaltic concrete overlay 1" Asphaltic concrete patch & leveling		

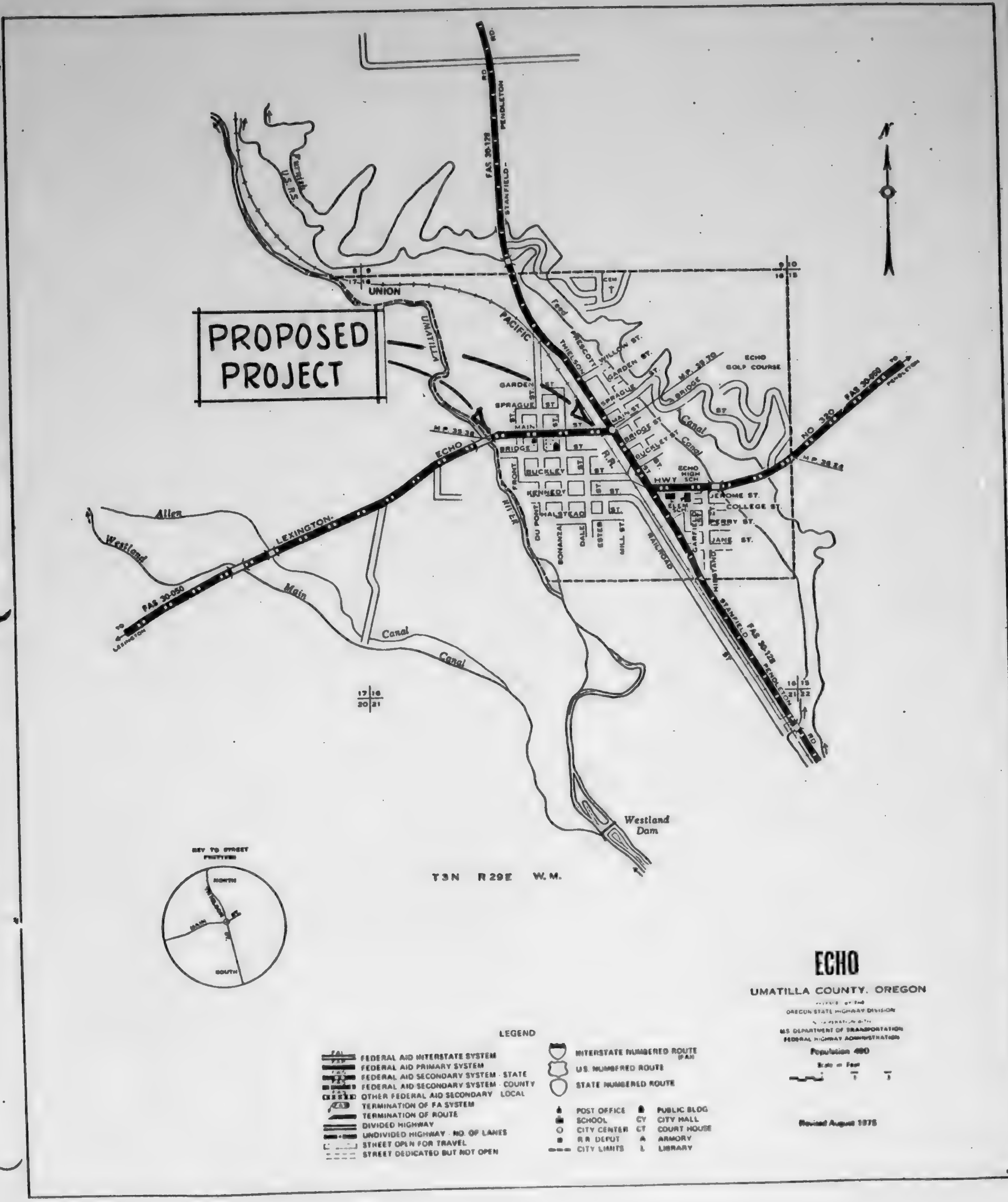
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		$ 9,800
RIGHT OF WAY		
TRAFFIC CONTROL		9,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		144,000
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL		$ 162,800

SUBMITTED BY ____________________


PROPOSED PROJECT
ECHO
UMATILLA COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 480
Scale in Feet
Revised August 1978
N
UNION
UMATILLA
RIVER
PACIFIC
R.R.
RAILROAD
Feed
Canal
Furnish
U.S.R.S.
STANFIELD - PENDLETON RD.
FAS 30-172
FAS 30-050
LEXINGTON - ECHO
TO LEXINGTON
TO PENDLETON
NO 320
HWY
M.P. 30.79
M.P. 30.38
M.P. 30.34
ECHO GOLF COURSE
CEM
PRESCOTT
THIELSON
WILLOW ST.
GARDEN ST.
SPRAGUE
MAIN ST.
BRIDGE ST.
BUCKLEY ST.
GARDEN ST.
SPRAGUE ST.
MAIN ST.
BRIDGE ST.
BUCKLEY ST.
KENNEDY ST.
HALSTEAD ST.
FRONT
DU PONT
BONANZA
DALE
ESTES
MILL ST.
ECHO HIGH SCH
ELEM SCH
JEROME ST.
COLLEGE ST.
PERRY ST.
JANE ST.
GARFIELD ST.
Allen
Westland
Main
Canal
Westland Dam
17 16
20 21
T3N R29E W.M.
KEY TO STREET PREFIXES
NORTH
SOUTH
MAIN
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6 - 2 - 80

FEDERAL AID PROJECT NO. S-188(3)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 00102

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

6/4

RECEIVED
STATE HWY ENGR
JUN 4 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 6-2-80

FEDERAL ROUTE NUMBER Secondary 188

STATE ROUTE NUMBER Secondary 320

GENERAL LOCATION:

Umatilla River - UPRR X'ing (Echo Section)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work and archeological salvage.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 5-27-80 you are authorized to proceed with the work shown above at a TEC of $9,800 - Federal Funds $8,638.

DATE 6-2-80

SIGNATURE OF APPROVING OFFICIAL Glenn K Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-60) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-858

1981 Columbia River Br. SE 9277
Powell Blvd. Sec. of the E. Ptld.
Fwy. (Grad. base & struc.)

4277

jc

cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 2/3/86	REPORT MADE BY 2-3-86 T. P. Lowe, Area Engineer		PROJECT NO. I-205-7(79)308
COMPLETION DATE (Actual) 11/4/82	ACCEPTANCE DATE BY CONRTACT AGENCY 7/21/84	TIME ELAPSED *100 %	CONTRACT TIME Calendar day completion 8/20/82

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
(Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA RIVER BRIDGE - S. E. POWELL BLVD.
EAST PORTLAND FREEWAY
Grading, Treated Base & Structure

This project provided for constructing the cement treated base on the mainline through the project termini and on most of the interchange ramps.

The final cost is $8,785,907; 6% less than the authorization.

A 77 day time extension was granted due to (1) extra work (37 days), and (2) a power line conflict (40 days). The 40 day extension due to the power line conflict is not FHWA participating and has been coded accordingly.

- TPL -

NOTED
W. E. SCHWARTZ
cg
3/3

RECEIVED
STATE HWY ENGR
FEB 26 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by		SIGNATURE [illegible]	
TITLE Area Engineer	DATE FEB 25 1986	TITLE For Field Operations Engineer	DATE 5 [illegible]

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9277

July 26, 1984

The American Insurance Company
121 SW Salmon Street, Suite 900
Portland, OR 97204

CON 5
#9277

Gentlemen or Ladies:

On July 18, 1984, we wrote to you concerning release of final payment on Contract No. 9277 awarded to MOCON Corporation for work on the Columbia River Bridge-SE Powell Blvd. Section of the East Portland Freeway in Multnomah County.

Final payment on this contract is $438.19 and the total contract amount is $7,751,700.52. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: MOCON Corporation
PO Box 3258
Salem, OR 97302

A. G. Sadowski Company
1605 Liberty St., SE
Salem, OR 97302

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9277 7-25-84 5a

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
BL&B Contractors, Inc. Contract No. 9743	NE Siskiyou St.-NE Broadway St. Multnomah County	7/2/84
Ross Bros. Const., Inc. Contract No. 9228	Hood River Br. (Hood River) Hood River County	7/11/84
Wildish-Corvallis Const. Co. Contract No. 9453	Geary St.-Albany Ave. (Albany) Linn County	7/11/84
Baker Redi-Mix, Inc. Contract No. 9562	Hermiston-Old Oregon Trail Umatilla County	7/11/84
Mocon Corporation Contract No. 9277	Columbia River Br.-SE Powell Blvd. Multnomah County	7/12/84
Hamilton Const. Co. Contract No. 9508	S. Umpqua R. (Missouri Bottom) Br. Douglas County	7/17/84
Swanston Equipment Co. Contract No. 9565	Coast Feeder Hwys Raised Pavement Markings Various Counties	7/18/84
Morse Bros., Inc. Contract No. 9572	3rd & 4th Streets (Corvallis) Benton County	7/25/84
Columbia Excavating, Inc. Contract No. 9468	SW 72nd Ave. Intch. (Tigard) Washington County	7/25/84

July 25, 1984

for W. E. Schwartz, P.E.
Asst. State Highway Engineer

BMW:mk

CPC/FL6/JULY

STATE COPY

9277.

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	4-107
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

4-12-84

State: Oregon
County: Multnomah
Project Number: I-205-7(79)308

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 23, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 8,747,734.00	$ 8,765,946.00
Federal funds	$ 8,067,160.00	$ 8,083,955.00
Other revisions		

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of April, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Harry A. Potter

Manager, Program Section
(Title)

BXXFor: H.S. Coulter

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, MARCH 27, 1984

FEDERAL AID PROJECT NO. I-205-7(79)308

Columbia River Br.-S.E. Powell Blvd. Section
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 2014
Grade, Drain & Rock Base (8-Lane)

Subtotal of previous estimate of Feb. 9, 1983		$2,012,304.05
	Subtotal	$2,012,304.05
	Engineering	243,695.95
	Total	$2,256,000.00

TYPE CODE 2014
Grade, Drain & Rock Base (6-Lane)

Total the same as previous estimate of Feb. 9, 1983	$6,509,946.00

Length of Roadway (8-Lane) - - - - - - - - - - - 0.222 Mi.
Length of Future (6-Lane) - - - - - - - - - - - 8.213 Mi.
Cost of 8-Lane Roadway Per Mile - - - - - - - - $10,162,162.16
Cost of 6-Lane Roadway Per Mile - - - - - - - - $792,639.23

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
8-Lane Roadway	$2,256,000.00	$2,080,483.00	$175,517.00
6-Lane Roadway	6,509,946.00	6,003,472.00	506,474.00
Total	$8,765,946.00	$8,083,955.00	$681,991.00

Group 1 - 100%
Contract No. 9277
Prefix: 626-1909
Prefix: 626-1071

9277.

STATE COPY B

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 2-115

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-17-83

State Oregon

County Multnomah

Project Number I-205-7(79)308

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on ~~May 23~~ APRIL , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$8,532,120	$8,747,734.00
Federal funds	$7,868,320	$8,067,160.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of February , 19 8 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Program Section Manager
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon February 9, 1983

Federal-Aid Project
No. I-205-7(79)308

Columbia River Br.-S.E. Powell Blvd. Section
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 2014
Grade, Drain and Rock Base (Sta. 83+10 to Sta. 94+80)
(Sta. 126+15 to Sta. 138+20)(8-Lane)

Subtotal of previous estimate of June 22, 1982 $1,910,636.05

Previous Estimate

Trench Excavation	4,810 Cu. Yd.	5.20	$ 25,012.00
General Excavation	179,630 Cu. Yd.	2.00	359,260.00
			$ 384,272.00

Revised Estimate

Trench Excavation	8,400 Cu. Yd.	5.20	$ 43,680.00
General Excavation	221,130 Cu. Yd.	2.00	442,260.00
			$ 485,940.00

Increase	$ 101,668.00
Subtotal	2,012,304.05
Engineering	225,483.95
Total	$2,237,788.00

Type Code 2014
Grade, Drain and Rock Base (Sta. 138+20 to Sta. 435+00)
(Future 6 Lane)

Subtotal of previous estimate of June 22, 1982 $5,713,468.20

Previous Estimate

Trench Excavation	16,040 Cu. Yd.	5.20	$ 83,408.00
General Excavation	127,320 Cu. Yd.	2.00	254,640.00
1"-0 Aggregate Base	9,700 Ton	7.80	75,660.00
30" Sewer Pipe	880 Lin. Ft.	33.45	29,436.00
			$ 443,144.00

Revised Estimate

Trench Excavation	19,600 Cu. Yd.	5.20	$ 101,920.00
General Excavation	160,120 Cu. Yd.	2.00	320,240.00
1"-0 Aggregate Base	11,475 Ton	7.80	89,505.00
30" Sewer Pipe	1,358 Lin. Ft.	33.45	45,425.10
			$ 557,090.10

Increase	$ 113,946.10
Subtotal	5,827,414.30
Engineering	682,531.70
Total	$6,509,946.00

Length of Roadway (8 Lane) -------- 0.222 mi.
Length of Future 6 Ln. Roadway ---- 8.213 mi.
8,435 mi.

Cost of 8 Lane Roadway Per Mile ---$10,080,126.12
Cost of Future 6 Ln Rdwy Per Mile--$ 792,639.23

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
8 Lane Roadway	$2,237,788.00	$2,063,688.00	$174,100.00
Future 6 Lane Roadway	6,509,946.00	6,003,472.00	506,474.00
TOTAL	$8,747,734.00	$8,067,160.00	$680,574.00

Group 1 100%
Group 8 0.0%
Contract No. 9277
Prefix: 626-1909
Prefix: 626-1071

9277

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 7-147	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1	7/8/82	Project Number I-205-7(79)308

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 23, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$7,789,769.00	$8,532,120.00
Federal funds	$7,183,724.00	$7,868,320.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of July, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XBX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon June 22, 1982

Federal-Aid Project
No. I-205-7(79)308

Columbia River Br.-S.E. Powell Blvd. Section
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 2014
Grade, Drain and Rock Base (Sta. 83+10 to Sta. 94+80)
(Sta. 126+15 to Sta. 138+20)(8-Lane)

Subtotal of previous estimate of April 17, 1981 $1,700,676.05

Additional Items

Class "B" RAP Mixture (P.A. #6)	1,248 Ton	22.00	$ 27,456.00
Accelerate Contract Completion (P.A. #8)		All Required	127,500.00
Extra to Stockpile Excav. (P.A. #9)	27,000 C.Y.	1.03	27,810.00
Excav. & Install Sump: Furnish and Maintain Pumps (E.W.O. #1)		All Required	22,500.00
Excav. & Waste Material & Pump out Water (E.W.O. #3)		All Required	3,194.00
Remove Pvt. Striping (E.W.O. #4)		All Required	1,500.00
			$ 209,960.00
		Increase	$ 209,960.00
		SUBTOTAL	$1,910,636.05
		Engineering	225,483.95
(TOTAL 8 LANE)		TOTAL	$2,136,120.00

Type Code 2014
Grade, Drain and Rock Base (Sta. 138+20 to Sta. 435+00)
(Future 6 Lane)

Subtotal of previous estimate of April 17, 1981 $5,223,562.20

Additional Items

Class "B" RAP Mixture (P.A. #6)	2,912 Ton	22.00	64,064.00
Accelerate Contract Completion (P.A. #8)		All Required	297,500.00
Extra to Stockpile Excav. (P.A. #9)	63,000 Cu. Yd.	1.03	64,890.00
Excav. & Install Sump: Furnish & Maintain Pumps (E.W.O. #1)		All Required	52,500.00
Excav. & Waste Material & Pump out water (E.W.O. #3)		All Required	7,452.00
Remove Pvt. Striping (E.W.O. #4)		All Required	3,500.00
			$ 489,906.00

Increase	$ 489,906.00
SUBTOTAL	$5,713,468.20
Engineering	682,531.80
TOTAL	$6,396,000.00

Length of Roadway -------------------- 0.222 mi.
Length of Future 6 Lane Roadway ----- 8.213 mi.
TOTAL 8,435 mi.

Cost of 8 Lane Roadway Per Mile ------$9,662,162.16
Cost of Future 6 Lane Roadway Per Mile ----------------------------$ 778,765.37

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
8 Lane Roadway	$2,136,120.00	$1,969,929.00	$166,191.00
Future 6 Lane Roadway	6,396,000.00	5,898,391.00	497,609.00
TOTAL	$8,532,120.00	$7,868,320.00	$663,800.00

Group 1 100%
Group 8 0.0%
Contract No. 9277
Prefix: 626-1909
Prefix: 626-1071

9277

STATE COPY 2.

TO BE COMPLETED BY FHWA 5-18	**U.S. DEPARTMENT OF TRANSPORTATION** **FEDERAL HIGHWAY ADMINISTRATION** **FEDERAL-AID PROJECT AGREEMENT** 4/23/81	STATE OREGON COUNTY MULTNOMAH PROJECT NO. I-205-7(79)308

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Columbia R.-S.E. Powell Blvd.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-11-81	8.435
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 7,789,769.00	FEDERAL FUNDS $ 7,183,724.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Highway Engineer
(Title)
For: H.S. Coulter
State Highway Engineer
(Title)
By ______________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: D.E. Wilken

Date executed by Division Administrator APR 23 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon, April 17, 1981

Federal Aid Project
No. I-205-7(79)308

Columbia River Br. - S.E. Powell Blvd. Section
East Portland Freeway
Multnomah County

Project Agreement Estimate.

Type Code 2014
Grade, Drain and Rock Base (Sta. 83+10 to Sta. 94+80) (Sta. 126+15 to Sta. 138+20) (8 Lane)

Mobilization	All Required 30%		$ 144,000.00
Temporary Protection and Direction of Traffic	All Required 30%		2,262.00
Temporary Signs	336 Sq.Ft.	10.00	3,360.00
Temporary Barricades	5 Each	100.00	500.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	1,050 Lin.Ft.	6.50	6,825.00
Temporary Plastic, Safety Markers	30 Each	50.00	1,500.00
Temporary Reflective Pavement Markers	80 Each	5.00	400.00
Flagmen	100 Hour	1.00	100.00
Removal of Structures and Obstructions	All Required 10%		700.00
General Excavation	179,630 Cu.Yd.	2.00	359,260.00
Trench Excavation	4,810 Cu.Yd.	5.20	25,012.00
Finishing Roadbed and Slopes	All Required 55%		16,500.00
Watering	1,200 M-Gal	25.00	30,000.00
Reconditioning Old Roadbed	All Required 5%		1,000.00
Treated Base Mixture	13,300 Ton	8.90	118,370.00
Cement In Treated Base Mixture	730 Ton	75.50	55,115.00
Concrete Ditch Lining	204 Sq.Yd.	25.00	5,100.00
8-inch Culvert Pipe	720 Lin.Ft.	9.20	6,624.00
15-inch Culvert Pipe	44 Lin.Ft.	18.05	794.20
12-inch Sewer Pipe	6,440 Lin.Ft.	13.90	89,516.00
15-inch Sewer Pipe	1,562 Lin.Ft.	16.20	25,304.40
18-inch Sewer Pipe	624 Lin.Ft.	22.75	14,196.00
36-inch Sewer Pipe	230 Lin.Ft.	48.25	11,097.50
Concrete Manholes, 10 feet or Less Deep	15 Each	1,080.00	16,200.00
Concrete Manholes, 10 to Feet Deep	2 Each	1,675.00	3,350.00
Slope Protectors	1 Each	465.00	465.00
Concrete Inlets, Type G	1 Each	385.00	385.00
Concrete Inlets, Type G-1 (Stage A)	50 Each	370.00	18,500.00
Concrete Inlets, Tupe G 2	5 Each	460.00	2,300.00
Concrete Inlets, Type G-2 (Stage A)	22 Each	400.00	8,800.00
Concrete Inlets, Type G-2 MA	4 Each	490.00	1,960.00
8-inch Drain Pipe	7,250 Lin.Ft.	3.30	23,925.00
Gravel in Drains	1,490 Cu.Yd.	16.85	25,106.50
Vapor Barrier	8,100 Sq.Yd.	1.15	9,315.000

Guardrail, Type 2A	275	Lin.Ft.	14.00	3,850.00
Guardrail Anchors, Type 1	2	Each	31.00	620.00
Rail End Pieces, Type C	2	Each	90.00	180.00
Concrete Curbs	55	Each	4.00	220.00
Roadside Seeding and Mulching	10	Acres	700.00	7,000.00
Trench Excavation	18,500	Cu.Yd.	3.70	68,450.00
Structure Excavation for Sewer Outfall	200	Cu.Yd.	13.60	2,720.00
Steel Sheet Piling	1,200	Sq.Ft.	15.40	18,480.00
Concrete in Box Culvert	All	Required 45%		360,000.00
Concrete in Sewer Outfall	80	Sq.Ft.	145.25	11,620.00
Seal Concrete	20	Cu.Yd.	142.00	2,840.00
Expansion Joint, Type 400	110	Lin.Ft.	110.00	12,100.00
Reinforcement in Box Culvert	All	Required 45%		139,473.00
Reinforcement in Sewer Outfall	16,800	Lb.	0.29	4,872.00
CL-4R Chain Link Fence	115	Lin.Ft.	7.63	877.45
Filter Blanket	140	Cu.Yd.	42.00	5,880.00
Loose Riprap, Class 700	570	Cu.Yd.	47.30	26,961.00
				$1,693,986.05

Anticipated Items				
Permanent Pavement Striping	All	Required 30%		$ 750.00
Temporary Pavement Striping	All	Required 30%		540.00
Temporary Erosion Control	All	Required 30%		3,000.00
On the Job Trainees (3 at $800)	All	Required		2,400.00
				$ 6,690.00
		Subtotal		$1,700,676.05
		Engineering		212,584.95
		Total (8 Lane)		$1,913,261.00

Type Code 2014
Grade, Drain and Rock Base (Sta. 138+20 to Sta. 435+00)
(Future 6 Lane)

Mobilization	All	Required 70%		$ 336,000.00
Temporary Protection and Direction of Traffic	All	Required 70%		5,278.00
Temporary Signs	224	Sq.Ft.	10.00	2,240.00
Temporary Barricades	20	Each	100.00	2,000.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	850	Lin.Ft.	6.50	5,525.00
Temporary Plastic Safety Markers	40	Each	50.00	2,000.00
Temporary Reflective Pavement Markers	320	Each	5.00	1,600.00
Sequential Arrow Signs	1	Each	3,000.00	3,000.00
Flagmen	1,000	Hour	1.00	1,000.00
Removal of Structures and Obstructions	All	Required 90%		6,300.00
General Excavation	127,320	Cu.Yd.	2.00	254,640.00

Trench Excavation	16,040	Cu.Yd.	5.20	83,408.00
Finishing Roadbed and Slopes	All	Required 45%		13,500.00
Hauling and Placing Topsoil	10,600	Cu.Yd.	3.00	31,800.00
Watering	500	M-Gal	25,00	12,500.00
1"-0 Aggregate Base	9,700	Ton	7.80	75,660.00
Reconditioning Old Roadbed	All	Required 95%		19,000.00
Treated Base Mixture	140,700	Ton	8.90	1,252,230.00
Cement In Treated Base Mixture	7,740	Ton	75.50	584,370.00
Class "B" Asphalt Concrete Mixture	7,250	Ton	22.00	159,500.00
Asphalt Cement In Mixture	475	Ton	150.00	71,250.00
Asphalt In Tack Coat	10	Ton	300.00	3,000.00
8-inch Culvert Pipe	1,040	Lin.Ft.	9.20	9,568.00
12-inch Culvert Pipe	44	Lin.Ft.	15.25	671.00
15-inch Culvert Pipe	536	Lin.Ft.	18.05	9,674.80
18-inch Culvert Pipe	500	Lin.Ft.	19.70	9,850.00
24-inch Culvert Pipe	170	Lin.Ft.	28.25	4,802.50
36-inch Culvert Pipe	630	Lin.Ft.	45.50	28,665.00
6-inch Sewer Pipe	40	Lin.Ft.	13.70	548.00
8-inch Sewer Pipe	140	Lin.Ft.	14.05	1,967.00
12-inch Sewer Pipe	22,370	Lin.Ft.	13.90	310,943.00
15-inch Sewer Pipe	968	Lin.Ft.	16.20	15,681.60
18-inch Sewer pipe	1,576	Lin.Ft.	22.75	35,854.00
21-inch Sewer Pipe	980	Lin.Ft.	26.05	25,529.00
24-inch Sewer Pipe	740	Lin.Ft.	28.50	21,090.00
30-inch Sewer Pipe	880	Lin.Ft.	33.45	29,436.00
60-inch Sewer Pipe	60	Lin.Ft.	145.25	8,715.00
Extra For Pipe Under Pavement	140	Lin.Ft.	58.00	8,120.00
Bedding Material	6	Cu.Yd.	11.75	70.50
Concrete Manholes, 10 Feet or Less Deep	28	Each	1,080.00	30,240.00
Concrete Manholes 10 to 20 Feet Deep	11	EAch	1,675.00	18,425.00
Concrete Manholes Over 20 Feet Deep	1	Each	5,770.00	5,770.00
Slope Protectors	1	EAch	465.00	465.00
Sewer Manhole Illumination	All	Required		2,360.00
Concrete Inlets, Type G-1	17	Each	429.00	7,293.00
Concrete Inlets, Type G-1 (Stage A)	46	Each	370.00	17,020.00
Concrete Inlets, Type G-2	76	Each	460.00	34,960.00
Concrete Inlets, Type G-2 (Stage A)	127	Each	400.00	50,800.00
Concrete Inlets, Type G-2 Modified (Stage A)	5	Each	410.00	2,050.00
Concrete Inlets, Type G-2MA	9	Each	490.00	4,410.00
Concrete Inlets, Type B	2	Each	575.00	1,150.00
Concrete Inlets, Type D	2	Each	500.00	1,000.00
Wet Well With Gate	1	Each	14,600.00	14,600.00
3-inch Drain Pipe	3,000	Lin.Ft.	1.30	3,900.00
6-inch Drain Pipe	290	Lin.Ft.	3.00	370.00
8-inch Drain Pipe	11,700	Lin.Ft.	3.30	38,610.00
Filter Fabric	1,400	Sq.Yd.	2.50	3,500.00
Gravel In Drains	2,510	Cu.Yd.	16.85	42,293.50
Special Filter Material in Drains	255	Cu.Yd.	20.00	5,100.00
Vapor Barrier	9,900	Sq.Yd.	1.15	11,385.00

Guardrail, Type 2A	50 Lin.Ft.	14.00	700.00
Guardrail, Type 3	50 Lin.Ft.	28.00	1,400.00
Metal Median Barrier	225 Lin.Ft.	38.00	8,550.00
Guard Rail Anchors, Type 1	2 Each	310.00	620.00
Rail End Pieces, Type C	2 Each	90.00	180.00
Rail End Pieces, Terminal Connector	2 Each	90.00	180.00
Continuous Rail Traffic Barrier	550 Lin.Ft.	10.00	5,500.00
CL-6 Chain Link Fence	5,550 Lin.Ft.	6.97	38,683.50
4'x72" Chain Link Single Gates	12 Each	363.00	4,416.00
Type 1 Fence	730 Lin.Ft.	2.34	1,708.20
Concrete Walks	1,170 Sq.Ft.	10.00	11,700.00
Concreter, Driveways	45 Sq.Yd.	19.00	855.00
Concrete Curbs	6,245 Lin.Ft.	4.00	24,980.00
Extra For Asphalt Approaches	4 Each	200.00	800.00
Paved Culvert End Slopes	232 Sq.Ft.	5.50	1,276.00
Loose Riprip, Class 100	46 Cu.Yd.	52.00	2,392.00
Adjusting Manholes	2 Each	400.00	800.00
Reconstructing Manholes	5 Each	925.00	4,625.00
Reconstructing Manholes, Special	2 Each	1,325.00	2,650.00
Adjusting Inlets	1 Each	425.00	425.00
Roadside Seeding And Mulching	40 Acre	700.00	28,000.00
Bark Mulch	80 Unit	100.00	8,000.00
Trench Excavation	22,500 Cu.Yd.	3.70	83,250.00
Structure Excavation for Maywood Place Retaining Wall	2,180 Cu.Yd.	4.26	9,286.80
Special Well Backfill	990 Cu.Yd.	17.10	16,929.00
Concrete in Box Culvert	All Required 55%		440,000.00
Concrete in Maywood Place Retaining Wall	475 Cu.Yd.	152.90	72,627.50
Reinforcement in Box Culvert	All Required 55%		170,467.00
Reinforcement in Maywood Place Retaining Wall	48,400 Lb.	0.29	14,036.00
Reinforced Concrete Bridge End Panels, Br. No. 9666	287 Sq.Yd.	59.00	16,933.00
Reinforced Concrete Bridge End Panels, Br. No. 18516A	1,200 Sq.Yd.	59.00	70,800.00
Expansion Joint, Type SA400	428 Lin.Ft.	14.00	5,992.00
Two Tube Steel Railing	22 Lin.Ft.	81.00	1,782.00
8-inch Pressure Sewer Pipe	100 Lin.Ft.	18.50	1,850.00
Metal Medium Barrier	75 Lin.Ft.	35.00	2,625.00
2-inch Electrical Conduit	284 Lin.Ft.	5.85	1,661.40
3-inch Electrical Conduit	175 Lin.Ft.	10.30	1,802.50
4-inch Electrical Conduit	140 Lin.Ft.	14.10	1,974.00

ALTERNATE "A"

Structure Excavation	1,260 Cu.Yd.	8.50	10,710.00
Special Wall Backfill	3,000 Cu.Yd.	14.50	43,500.00
Concrete in BUS Line Walls	1,780 Cu.Yd.	157.83	280,937.40
Reinforcement in BUS Line Walls	94,000 Lb.	0.29	27,260.00

ALTERNATE "B"

Structure Excavation for R.E. Walls	1,500	Cu.Yd.	.00	0.00
Concrete Face Panels	15,750	Sq.Ft.	.00	0.00
Wall Erection	15,750	Sq.Ft.	.00	0.00
Concrete Footing	1,124	Lin.Ft.	.00	0.00
Concrete Caping	1,124	Lin.Ft.	.00	0.00
Granular Embankment Material	9,350	Cu.Yd.	.00	0.00

Subtotal Alternate "A"	$5,166,052.20
Subtotal Alternate "B"	$ - - -

Anticipated Items		
Railroad Protective Cost	All Required	$ 6,100.00
Permanent Pavement Striping	All Required (70%)	1,750.00
Temporary Pavement Striping	All Required (70%)	1,260.00
Temporary Erosion Control	All Required (70%)	7,000.00
Asphalt Cement Adjustment	All Required	35,000.00
On the Job Trainees (8 at $800)		6,400.00
		$ 57,510.00

Subtotal (Alt. "A")	$ 5,223,562.20
Engineering	652,945.80
Total	$ 5,876,508.00

Length of 8 Lane Roadway	0.222 Mi.
Length of Future 6 Lane Roadway	8.213 Mi.
Total	8.435 Mi.

Cost of 8 Lane Roadway Per Mile	$ 8,618,292.79
Cost of Future 6 Lane Roadway Per Mile	$ 715,512.97

Work Retained in Program Status (Not included in amounts below)		
Repair Water proofing Bus Line Structure	All Required	$ 500.00
Furnish and Maintain Drain Pumps	All Required	75,000.00
Permanent Signing	All Required	2,000.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
8 Lane Roadway	$ 1,913,261	$ 1,764,409	$148,852
Future 6 Lane Roadway	5,876,508	5,419,315	457,193
Total	$ 7,789,769	$ 7,183,724	$606,043

Group 1 100%; Group 8 0.00%
Contract No. 9277
Prefix 626-1909
Prefix 626-1071

9277

5

November 29, 1983

Ormega Industries, Inc.
P. O. Box 209
Vancouver, WA 98666

CON 5
#9277

Attention: James Dunlavy
General Manager

Gentlemen:

Thank you for your letter of November 23, 1983, advising us that you have received payment from Mocon Corporation and the claim is now settled.

This was in connection with a claim filed on Contract No. 9277 with Mocon Corporation for work on the Columbia River Bridge-S. E. Powell Boulevard Section of the East Portland Freeway in Multnomah County.

This information will be noted in our records and we will advise the surety, agent and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:dc
cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

American Insurance Company
Attn: Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

A. G. Sadowski Company
1605 Liberty St., S.E.
Salem, OR 97302

noted on Card
11-29-83

ORMEGA

INDUSTRIES INC 2000 EAST COLUMBIA WAY · P.O. BOX 209 · VANCOUVER, WASHINGTON 98666
TELEPHONE (206) 699-4664—(503) 283-0015

November 23, 1983

Dept. of Transportation
Transportation Building
Salem, OR 97310

ATTENTION: Mr. Robert Gormsen

REFERENCE: Con 5 #9277

Dear Sir;

This is to notify you that on November 17, 1983 we received payment from Mocon Corp. for work on the Columbia River Bridge-S.E. Powell Boulevard Section of the East Portland Freeway in Multnomah County. At this time our claim is now settled.

Thank you for your assistance in this matter.

Sincerely,

James Dunlavy

James Dunlavy,
General Manager

RECEIVED
NOV 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REINFORCING STEEL & WIRE PRODUCTS

9277

May 5, 1983

Ormega Industries, Inc.
P.O. Box 209
Vancouver, WA 98666

CON 5
#9277

Attention: James B. Dunlavy

Gentlemen:

Thank you for your letter of March 31, 1983, advising us that your claim against Mocon Corporation has been reduced to $8,310.94.

This appears to be in connection with a claim you filed on July 1, 1982, in the amount of $11,102.

You state this is in reference to Contract No. 9277 for work on the Columbia River Bridge-S.E. Powell Boulevard Section of the East Portland Freeway in Multnomah County.

This information will be noted in our records and we will advise the surety and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn:bk

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

American Insurance Company
121 S.W. Salmon St., Suite 900
Portland, OR 97204

5-5-83

ORMEGA

INDUSTRIES INC 2000 EAST COLUMBIA WAY · P.O. BOX 209 · VANCOUVER, WASHINGTON 98666
TELEPHONE (206) 699-4664—(503) 283-0015

March 31, 1983

Dept. of Transportation
Commission Services
121 Transportation Bldg.
Salem, OR 97310

ATTENTION: Mr. Bob Gormsen

REFERENCE: Columbia River Bridge, S.E. Powell Blvd., East Portland Freeway, Multnomah County
Contract #9277 File 5

Dear Sir;

This is to notify you that our claim against Mocon Corp. has been reduced down to $8,310.94.

We have made several attempts to set up a meeting with Mocon to resolve this matter, but as of this writing they have returned none of our calls.

Yours truly,

James B. Dunlavy

James B. Dunlavy

RECEIVED
APR 4 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REINFORCING STEEL & WIRE PRODUCTS

9277

file

HARVEY J. OSBORN
9921 S.W. BARBUR BOULEVARD
SUITE 207, PORTLAND, OREGON 97219

(503) 245-0761

April 20, 1983

Mocon Corporation
P.O. Box 3258
Salem, Oregon 97302

Attn: Mr. Robert D. Morrow, Pres.
Re: Ormega Industries Inc.
Your Job #126
Bond Claim #H830S531757
D of T Ref. CON5#9277

Dear Mr. Morrow:

Ormega Industries has me to advise them in reference to the unpaid portion of the above job and, while I'm at it, the money owed on some other items.

I agree with your observation that "attorneys may be hazardous for your wealth." However, that broom sweeps two ways. It is as true for MOCON as it is for ORMEGA. This particular attorney has had the entreprenurial experience, has had to hire attorneys, and realizes just how bad a deal that can be for everyone. I won't recommend litigation to Ormega unless I think they have no more profitable course. I will not try to reveal THE TRUTH to you. The truth is rather like religions, none is alike but each believes his own.

What Ormega tells me is:

1) They are unpaid by $8,310.94 on the above referenced job. That figure DOES NOT INCLUDE a number of "extras" which they think you owe but for which they may lack formal documentation. The $8,310.94 isn't profit they haven't made, it's cost they haven't recovered. They have received your offer of $5,000 and think it grossly unfair: an attempt by you to use collection costs to hammer them down. Most of us have succumbed to that temptation at one time or another.

2) Off contract, they had for you a verbal job to "clean" some rebar earlier left on the job. The reasonable value of that implied contract (as described in a letter of yours dated 9/7/82) was $4,857.75.

3) In addition, they have a "bailment" claim against you for $800.00 for the loss of a "cutting outfit" left in the care of your company.

My off hand opinion is that the first claim is by far the most complex if litigated. The other two claims, though not protected by bond, are rather easy to present to the court - they are clean and simple and, I think, easily won. Without investigation, I assume we could collect on a judgement if we got one.

Ormega has given me the authority to settle with you on either of the following bases:

1) They will settle the claim on Job #206 for the $5,000 you offered, bearing in mind that they reserve the right to then pursue the other two claims, or

2) They will settle all claims, above described or otherwise, for $8,500.00

3) In either event, either offer may be accepted by you by the tender from you of the appropriate payment (along with whatever release document your attorney advises you to obtain or simply a letter from you specifying the choice you prefer) within 15 days from the date of this letter.

Receiving none of the above from you within that time frame, my advise to them will be to take their best shot on all three lawsuits. I'll be glad to discuss this with your attorney. I have no objection whatever if you want to personally discuss it with my client. Whatever they want to do is O.K. with me. I've sent copies of this to all the insurance people, the Dept. of Tranportation and Mr. Donlavy.

Sincerely,

Harvey J. Osborn
Attorney at Law

RECEIVED
APR 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9277

b

March 4, 1983

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

CON

Time Extension Request
Columbia River Bridge-SE Powell Blvd.
Contract No. 9277
FAP No. I-205-7(79)308

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 77 calendar days in which to complete phase "c" of this project is granted and will eliminate all liquidated damages under this contract. This time extension is granted due to additional work performed, a power line conflict and necessary delays in coordinating your work with a subsequent contractor.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Wendell Stanley w/att.
FHWA w/att.
Bob Church

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: February 18, 1983

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: COLUMBIA RIVER BR.-SE POWELL BLVD.
CONTRACT NO. 9277
TIME EXTENSION REQUEST

RECEIVED
FEB 22 1983
CONSTRUCTION SECTION

____ CE ____
____ CAE ____
____ FOE ____
____ OCS ____
____ SCS ____
____ EEO ____
____ OM ____
____ CA ____
____ LS ____
____ TC ____
____ FE ____
____ CP ____

This is a resubmittal of this time extension request with further clarification of a couple of the items you asked about.

Price Agreement No. 8 provided for a lump sum payment for escalation of parts of the contract. The overall completion for all the work was still maintained at August 20, 1982. All of the escalated work was done within the new prescribed time as set up in PA 8, with no liquidated damages assessed. The delays and the overrun in time were all in connection with the overall completion of the job, that is, the August 20, 1982, completion date, and are not connected to the early completion date.

Your second question concerned the delay at Columbia Blvd. due to a PP&L transmission line problem. The line had been relocated under an earlier contract, the Columbia Blvd. structure overcrossing. Bob Shotwell was the Project Manager on this structure contract, and he states that he did not have any plans for future construction of Columbia Blvd., and that the line was located by eye-balling off the edge of the structure and estimating the future shoulder line and grade for Columbia Blvd. State Force Order No. 12, Contract No. 9277, was written to provide for PP&L to re-relocate the line under Mocon's contract. The SFO was sent to the Construction Section on August 2, 1982, and evidently was not approved because we have no record of an approved copy. Gary Kennen talked to Cliff Christianson about the work and received tentative approval, subject to further analysis. Since the work was in conflict, and had to be done, Gary gave PP&L approval to go ahead and relocate the line. The work was done, but we have not received a bill for the work.

There was considerable confusion and delay in getting this work done. PP&L did not want to do the work until they were assured they would be reimbursed for it, since they had made one relocation already. The contractor did not have many areas of work to work on at this time, and the work was critical to the paving contractor's schedule as well as Mocon's August 20 completion date. We feel there was a delay in getting this Columbia Blvd. work done due to the re-relocation of the PP&L line and that it had an effect on the overall completion of the job. It is Rob Cameron's, Wendell Stanley's and my recommendation to grant the 40 days due to this delay.

The conflict at the jail was due to difficulty and bureaucratic red tape in getting permits and approval to finish the jail excercise building to the satisfaction of Multnomah County. We stockpiled some material that had to be removed as part of the earlier completion, but could not be placed in its final position due to the uncompleted work on the Multnomah County Shop Bldgs. We paid for the extra work in stockpiling, but there was a delay that affected the overall completion. The dates listed in the contractor's request have been confirmed by Cameron and Stanley, and the 21 days are recommended.

The time for the three reasons listed comes to 77 days. Although not listed in the contractor's requests, there was a constant conflict with the concurrent paving contract by Ball, Ball, and Brosamer (B3). B3 had a very ambitious work schedule and we, Jim McNamee's crew, worked very hard to do everything they could to minimize or eliminate any delay claims. During the life of the two contracts, Mocon was very cooperative in making available certain portions of the freeway to B3, and even though an attempt was made to see that there were no conflicts, Mocon's operation invariably suffered as a result of accommodating the paving operation. I realize this isn't a very quantitative argument, but I don't think we should be penalizing Mocon by this time overrun.

If you think a meeting with Cameron, Stanley, and me would help, let me know.

2-25-83

W. E. Schwartz:

I concur with Region and Project Manager and recommend a time extension of 77 calendar days. FHWA has denied participation in the cost of moving the power line and therefore 40 C.D. of this extension will be FHWA non-participating.

D. B. Jackmond

MC/gw
Attachment
cc Wendell Stanley

9277

3-11-83

Called him does he want a claim filed?

ORMEGA
INDUSTRIES INC 2000 EAST COLUMBIA WAY · P.O. BOX 209 · VANCOUVER, WASHINGTON 98666
TELEPHONE (206) 699-4664—(503) 283-0015

February 28, 1983

Mocon Corp
P.O. Box 3258
Salem, OR 97302

REFERENCE: Mocon Project I-205 S.E. Powell

ATTENTION: Mr. Robert Morrow Jr.

Sir;

Enclosed is a copy of the project breakdown, bid item by bid item, change orders, and field orders signed by your field representative.

If there is an error in our units or extensions, please notify us and we will be more than happy to make the necessary corrections.

If there is not any errors in our figures, we expect to be paid in full the past due balance of $8310.97.

We intend to pursue this matter to the fullest

Thank you,

James B. Dunlavy

James B. Dunlavy,
General Manager

c.c. A.G. Sadowski
Oregon Dept. of Transportation

Ref. CON 5 #9277

No response nec.

RECEIVED
MAR 1 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

3.1983

Phone file under #9277
note: He will notify us if he wants to file a claim. Dwg.

& WIRE PRODUCTS

BID ITEM	MEASUREMENT	UNIT	PRICE
96	Lump Sum	$303,741.20	$303,741.20
97	13837.5#	$28.37/CWT	$ 3,925.70
98	43860#	$28.37/CWT	$ 12,443.08
99	286.82 Sq Yd	$20.09/Sq Yd	$ 5,762.21
100	1231 Sq Yd	$10.46/Sq Yd	$ 12,876.26
114	106,868#	$28.37/CWT	$ 30,318.45
CHANGE ORDERS			
1.	Lump Sum		$ 180.00
2.	Lump Sum		$ 235.00
3.	Lump Sum		$ 140.00
4.	Lump Sum		$ 440.00
5.	Lump Sum		$ 45.00
6.	Lump Sum		$ (100.00)
7.	Lump Sum		$ 1,945.00
8.	Lump Sum		$ 85.00
		SUB TOTAL	$372,036.90
SIGNED FIELD WORK ORDERS			
1.	10 hrs. O.T. (Premium)	@25.00/hr	$ 250.00
2.	14 hrs. S.T.	@31.75/hr	$ 444.50
3.	48 hrs. O.T. (Sat. Prem)	@25.00/hr	$ 1,200.00
4.	10 hrs. O.T. (Premium)	@25.00/hr	$ 250.00
5.	9 hrs. S.T.	@31.75/hr	$ 285.75
		TOTAL	$374,467.15
	TOTAL PAYMENTS RECEIVED FROM MOCON		$366,156.21
	PAST DUE BALANCE OWING TO ORMEGA		$ 8,310.94

RECEIVED
MAR 1 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

(1)

JOB WORK ORDER

DATE 9-14-81

NAME

LOCATION

ONE

APT.

SEND BILL TO

ADDRESS

CITY

☐ DAY WORK ☐ CONTRACT ☐ EXTRA

STARTING DATE ______ 19 __

DAY OF WEEK ______ ☐ A.M. ☐ P.M.

MECHANIC

HELPER

DESCRIPTION OF WORK:

Ironworker to work
ck time.
Ironworker forman
on Stand by
waiting for Crane
Hoist Steel
on said they will
y over time if we
y to put in a Bottom
ed!!

#2 hr overtime

Drew

TOTAL LABOR

TOTAL MATERIAL

TAX

TOTAL AMOUNT DUE FOR ABOVE WORK: OR → $
BILLING TO BE MAILED AFTER COMPLETION OF WORK

I hereby acknowledge the satisfactory
Completion of the above-described work: CUSTOMER'S SIGNATURE ☐ NO ONE HOME

DATE COMPLETED 5 6 J — 2 hrs O.T.
RECEIVED PAYMENT BY: 1 F — 2 hrs DB

ORDER TAKEN BY 10 WP OT

AICO-UTILITY Line Form No. 65-026 Duplicate

---

(2)

JOB WORK ORDER

DATE 9-14-81

MOCON

JOB NAME R.C.B.C

JOB LOCATION

CITY

PHONE

APT.

SEND BILL TO

ADDRESS

CITY

☐ DAY WORK ☐ CONTRACT ☐ EXTRA

STARTING DATE ______ 19 __

DAY OF WEEK ______ ☐ A.M. ☐ P.M.

MECHANIC

HELPER

DESCRIPTION OF WORK:

6 IRONWORKERS AND
1 IRONWORKER FORMAN
2 HRS ON STAND-BY
WAITING FOR CRANE
TO ARRIVE ON JOB
TO HOIST STEEL

RECEIVED
MAR 1 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TOTAL MATERIAL

TAX

☐ TOTAL AMOUNT DUE FOR ABOVE WORK: OR → $
☐ BILLING TO BE MAILED AFTER COMPLETION OF WORK

I hereby acknowledge the satisfactory
Completion of the above-described work: CUSTOMER'S SIGNATURE ☐ NO ONE HOME

WORK ORDERED BY

DATE COMPLETED 6 J 2hrs St. Time
RECEIVED PAYMENT BY: 1 F 2hrs

ORDER TAKEN BY 14 S.T.

AICO-UTILITY Line Form No. 65-026 Duplicate

③

JOB WORK ORDER

DATE [illegible]

SEND BILL TO

ADDRESS

CITY

B NAME [illegible]

B LOCATION [illegible]

ONE

APT.

☐ DAY WORK ☐ CONTRACT ☐ EXTRA

STARTING DATE ______ 19 __

DAY OF WEEK ______ ☐ A.M. ☐ P.M.

MECHANIC

HELPER

CRIPTION OF WORK:

[illegible] WORKERS AND [illegible]

[illegible] WORKER [illegible]

[illegible] BARS ON

[illegible] 81

[illegible] TO PAY

[illegible] DUES

TOTAL LABOR	
TOTAL MATERIAL	
TAX	

TAL AMOUNT DUE FOR ABOVE WORK: OR → $

LING TO BE MAILED AFTER COMPLETION OF WORK

eby acknowledge the satisfactory
pletion of the above-described work: ______ CUSTOMER'S SIGNATURE ☐ NO ONE HOME

DATE COMPLETED 5 J - 8 hrs St. time

RECEIVED PAYMENT BY 1 F 8 hrs St. time

ORDER TAKEN BY 48 hrs

AICO UTILITY Line Form No. 65 026 Triplicate

---

④

JOB WORK ORDER

DATE 7-17-81

JOB NAME

JOB LOCATION

CITY

PHONE

APT.

SEND BILL TO

ADDRESS

CITY

☐ DAY WORK ☐ CONTRACT ☐ EXTRA

STARTING DATE ______ 19 __

DAY OF WEEK ______ ☐ A.M. ☐ P.M.

MECHANIC

HELPER

DESCRIPTION OF WORK:

5 Iron workes work late
Mocon ~~had~~ didn't get
the Top ready until
10:30

2 hr overtime

1 Craff
2 Lane Hill
3 Stanley W. Wheeler
4 Jimmy W. Dixon
5 Michael K Dittman

RECEIVED
MAR 1 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TOTAL LABOR	
TOTAL MATERIAL	
TAX	

☐ TOTAL AMOUNT DUE FOR ABOVE WORK: OR → $

☐ BILLING TO BE MAILED AFTER COMPLETION OF WORK

I hereby acknowledge the satisfactory
Completion of the above-described work: ______ CUSTOMER'S SIGNATURE ☐ NO ONE HOME

WORK ORDERED BY

DATE COMPLETED 5 men - 2 hrs ea.

RECEIVED PAYMENT BY

ORDER TAKEN BY 10 hrs OT

AICO UTILITY Line Form No. 65 026 Triplicate

STATEMENT

FROM: Ormega Steel Inc.
Alan Cohron
Steel Foreman 10/29/81
TO Mocon const
ADDRESS
CITY
TERMS

3 man hours, for 3 men, total of 9 man hours, because crane broke down, & fallout wasn't ready, so it's for stand by time

RECEIVED
MAR 1 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9277

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Columbia River Bridge - S.E. Powell Blvd

WEEK ENDING: Feb. 12,1983

SECTION PREFIX: 626-1071

HIGHWAY: East Portland Freeway

COUNTY: Multnomah

NAME OF JOB: Columbia River Bridge-SE Powell Blvd

KIND OF WORK: Grading, Treated Base and Structures

CONTRACTOR: MOCON Corporation

CONTRACT NUMBER: 9277

FEDERAL AID PROJECT NUMBER: I-205-7(79)308

DATE OF CONTRACT: April 15,1981

DATE WORK STARTED: June 1,1981

~~ESTIMATED~~ COMPLETION DATE: Nov. 4,1982

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: -

CALENDAR DAYS USED: -

SPECIFIED COMPLETION DATE: August 19,1982

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $9,367,726

EXCLUSIVE OF ENGINEERING: $8,705,660

ENGINEERING AUTHORIZATION: $662,059

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $7,857,308

ENGINEERING COST TO DATE: $840,000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 10 %

PERCENT OF AUTHORIZATION: 127 %

DATE PROJECT WAS COMPLETED: 11-4-82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
-	100	100	100	100	-		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.57	5.57		5.57	
MILES PARTIALLY COMPLETED	0	0		0	
MILES COMPLETED	5.57	5.57		5.57	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	306,950 CY	154,000 T		7,250 T	
TOTAL QUANTITIES CORRECTED TO DATE	380,066 CY	152,665 T		7,425 T	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	380,066 CY	152,665 T		7,425 T	
AVERAGE DAILY QUANTITIES	0	0		0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	12516A	9666	12514A	16390	16042A			
PERCENT	100	100	100	100	100			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6		0	0	Contract work complete.
MONDAY 7		0	0	
TUESDAY 8		0	0	
WEDNESDAY 9		0	0	
THURSDAY 10		0	0	
FRIDAY 11		0	0	
SATURDAY 12		0	0	

CE K RECEIVED OM
CAE CA
FOE LS
OCS FEB 14 1983 TC
SCS CONSTRUCTION FE
EEO SECTION CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY Feb 6	No activity this week.
MONDAY Feb 7	
TUESDAY Feb 8	
WEDNESDAY Feb 9	
THURSDAY Feb 10	
FRIDAY Feb 4	
SATURDAY Feb 5	

REMARKS

Summary - Semi final submitted to Region 2-9-83. Final weekly report.

SIGNED Wendell L Stanley LOCATION
Wendell L. Stanley, Acting Project Manager Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9277

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-20-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(79)308 5

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

2A. COUNTY NAME Multnomah

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/6/82

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
Columbia River Bridge - SE Powell Blvd.

11. GENERAL DESCRIPTION OF WORK
Level yard and re-seed lawn and construct sidewalk

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/6/82 as requested in Mr. Keasey's letter of 12/17/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 13 is approved for a TEC of $750 Federal Funds $692.

RECEIVED
STATE HWY ENGR
DEC 27 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
12/30

14. DATE 12/20/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9277 7-29-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(79)308

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/29/82

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
Columbia River Bridge - SE Powell Blvd.

11. GENERAL DESCRIPTION OF WORK
Revised costs for installation of fire hydrants

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Swan's letter of 7/23/82 I approve the revised TEC for the installation of fire hydrants at locations shown on my PR-1240 dated 6/1/81 (with the exception of NE Halsey and Weidler and NE Halsey and 99th for which no installations were made) for a TEC of $27,154.35 Federal Funds $25,041.74.

(Increase TEC $6,140.88 Federal Funds $5,663.74)

RECEIVED
STATE HWY ENGR
AUG 19 '82
tc
REFER TO Msebring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig 8-19-82

14. DATE 7/29/82

15. SIGNATURE OF APPROVING OFFICIAL G K Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1277

NOTED
E. S. HUNTER

ROW 18-4

July 23, 1982

RECEIVED
TECHNICAL SERVICES
JUL 26 '82
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Program Control Engineer

SUBJECT: Cost Overrun
Fire Hydrant Installation
Hazelwood Water District
Freeway Fire Protection
East Portland Freeway
Multnomah County
Project No. I-205-7(79)308

Reference is made to my letter of May 21, 1981 which submitted Hazelwood Water District's estimate of cost for the installation of fire hydrants to provide fire protection for the East Portland Freeway and to your Letter of Approval and/or Authorization (PR-1240) dated June 1, 1981 which authorized the District to proceed with the installation of the fire hydrants. Copies of my letter and your PR-1240 are attached for your information.

The fire hydrant installation has been completed. Only seven fire hydrants were installed. It was found that the District did not have facilities in N.E. Halsey to serve fire hydrants. A final billing has been received for the fire hydrant installation in the amount of $25,923.70. The billings have been audited by our Accounting Section and certain adjustments made. It was found that the Material Stores Loading and a portion of Labor Loading were not allowable. It was also found that equipment rates had to be adjusted. The District had not applied an overhead rate to their billing. Our Accounting Section worked out an acceptable Overhead Rate with the District. The billings and an audit sheet from our Accounting Section showing billing corrections are attached.

The final adjusted cost for the fire hydrant installation is $27,154.35. The approved estimated cost of installation was $21,013.37. The actual cost of installation overran the estimated cost by $6,140.98 or 29.22%. A letter of explanation for the cost overrun from the District, dated May 14, 1982 is attached.

It is the State's opinion that the fire hydrant installation costs, as adjusted, are just and due the District. Your approval and participation in the final cost of $27,154.35 is requested.

JMC/DES/llr
Attachments

cc: E. S. Hunter ✓
Jack M. Cartwright
Gary Kennen
Rich Evans

9277 CL-82-141

4.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED

July 16, 1982

IN REPLY REFER TO
FILE NO.:
CON 5
#9277

Ormega Industries Inc.
P. O. Box 209
Vancouver, WA 98666

Attention: Sharryn L. McCann

FILED
JUL 19 1982
NORMA PAULUS
SECRETARY OF STATE

Gentlemen or Ladies:

This will acknowledge your letter of July 1, 1982, stating that you have a claim against Mocon Corporation for labor and materials in the amount of $11,102.

The claim states this is in reference to the Mocon Corporation Contract No. 9277 for work on the Columbia River Bridge-S.E. Powell Boulevard Section of the East Portland Freeway in Multnomah County.

The American Insurance Company through A. G. Sadowski Company furnished the bond on this contract. We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen 8-24-82 dmc

Robert W. Gormsen
COMMISSION SERVICES

js

CC: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

American Insurance Co.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

A. G. Sadowski Company
1605 Liberty St., S.E.
Salem, OR 97302

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

ORMEGA

INDUSTRIES INC 2000 EAST COLUMBIA WAY · P.O. BOX 209 · VANCOUVER, WASHINGTON 98666
TELEPHONE (206) 699-4664—(503) 283-0015

July 1, 1982

Dept. of Transportation
Commission Services
121 Transportation Bldg
Salem, OR 97310

ATTENTION: Mr. Bob Gormsen

REFERENCE: Columbia River Bridge, S.E. Powell Blvd., East Portland Freeway, Multnomah County Contract #9277

Dear Sir;

This is to notify you of our claim against Mocon Corp., P.O. Box 3258, Salem, OR on the above referenced project. The amount owing for labor and materials is $11,102.00.

Yours truly,

Sharryn L. McCann

Sharryn L. McCann

RECEIVED
JUL 6 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REINFORCING STEEL & WIRE PRODUCTS

ORMEGA
INDUSTRIES INC 2000 EAST COLUMBIA WAY · P.O. BOX 209 · VANCOUVER, WASHINGTON 98666
TELEPHONE (206) 699-4664—(503) 283-0015

June 29, 1982

Dept. of Transportation
Commission Services
121 Transportation Bldg
Salem, OR 97310

ATTENTION: Mr. Bob Gormsen

SUBJECT: Columbia River Bridge, S.E. Powell Blvd., East Portland Freeway, Multnomah County Contract 9277

Dear Mr. Gormsen;

We are in dispute with Mocon Corp., P.O. Box 3258, Salem, OR. about payment on the contract bid items and some force account work that was completed on BIT ITEM 100. The amount in dispute is $11,102.00. Please hold this money in reserve from their retention until we can resolve this matter.

If you can do anything about getting our present monies due on existing bid items it would be appreciated.

If there is any further information you need, please let us know.

Yours truly,

R. A. W

R.A. Williams,
General Manager

6.30.82
I phoned them.
They will file a
notice of claim
through us -
R

RECEIVED
JUN 30 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REINFORCING STEEL & WIRE PRODUCTS

9277

L

July 8, 1982

Weatherford, Thompson, Brickey & Powers P.C.
Attorneys at Law
P. O. Box 667
Albany, OR 97321-0219

CON 5
#9277

Attention: William E. Brickey

Gentlemen:

Thank you for your letter of June 15, 1982, advising us that the claim on behalf of Cummings Transfer Company has been paid.

You state this is in reference to the Mocon Corporation Contract No. 9277 for work on the Columbia River Bridge-S.E. Powell Boulevard Section of the East Portland Freeway in Multnomah County.

This information will be noted in our records and we will advise the surety and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

American Insurance Co.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

A. G. Sadowski Company
1605 Liberty St., S.E.
Salem, OR 97302

NOTED ON CARD
js 7/8/82 ✓

WEATHERFORD, THOMPSON, BRICKEY & POWERS P.C.
(FOUNDED BY J.K. WEATHERFORD - 1875)
ATTORNEYS AT LAW
POST OFFICE BOX 667
130 W. FIRST AVENUE
ALBANY, OREGON 97321-0219
PHONE (503) 926-2255

J. K. WEATHERFORD
ORVAL N. THOMPSON
WILLIAM E. BRICKEY
PETER L. POWERS
DEAN M. QUICK
DENNIS D. ASHENFELTER

MICHAEL G. COWGILL
THOMAS L. BLACK

EDWARD F. SCHULTZ
HOWARD C. COLLINS

J. K. WEATHERFORD (1848-1935)
MARK V. WEATHERFORD (1886-1962)
HARRISON M. WEATHERFORD (1925-1979)

June 15, 1982

Oregon State Highway Division
Department of Transportation
Transportation Building
Salem, OR 97310

In re: Mocon ~~Construction~~ Company - Babler Bros., Inc.
Contract No. 9277

Dear Sir:

This office represents Cummings Transfer Co. Cummings Transfer Co. provided certain materials and services for completion of the above-described contract.

Thereafter a claim was made on behalf of Cummings Transfer Co. against the American Insurance Company as the principal and bonding agency on the project.

We have been advised that Cummings Transfer Co. has been paid. We would ask that you simply remove the claim against the bond and against the general contractor.

Thank you very much.

Very truly yours,

William E. Brickey

WEB:ie

cc: Mr. Richard Mikesell
Cummings Transfer Co.

9277

CL-82-129

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
12 19
NORMA PAULUS
SECRETARY OF STATE

July 8, 1982

FILED
JUL 12 1982
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5
#9277

Parkrose Water District
4800 N.E. 122nd Avenue
P. O. Box 20039
Portland, OR 97220

Attention: Dale L. Jutila
Manager

Gentlemen:

This will acknowledge your letter of June 23 filing a claim against Elting, Inc. for water pipeline damage in the amount of $3,236.40.

The claim states this is in connection with Contract No. 9277 awarded to Mocon Corporation for work on the Columbia River Bridge-S.E. Powell Boulevard Section of the East Portland Freeway in Multnomah County.

The American Insurance Company through A. G. Sadowski Company furnished the bond on this contract. We will advise the surety, agent and prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js

7/16/8✓ JS

cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

American Insurance Co.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

A. G. Sadowski Company
1605 Liberty St., S.E.
Salem, OR 97302

✓ bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

PWD
PARKROSE WATER DISTRICT
POST OFFICE BOX 20039 • 4800 N.E. 122 AVENUE
PORTLAND, OREGON 97220
PHONE (503) 256-0900

June 23, 1982

Mr. Robert Gormsen, Manager
Commission Services
Department of Transportation
Room 121 Transportation Bldg.
Salem, Oregon 97310

Reference: Claim for Repair Charges
Contract No. 9277

Dear Mr. Gormsen:

Parkrose Water District hereby files with the Oregon Department of Transportation this Notice of Claim against Elting, Inc. for a water pipeline damaged while work was performed under the State of Oregon Contract ~~8893~~ by Elting, Inc. This Contract involved work on the I-205 Freeway project.

9277
per call
to PWD
office

The amount of the claim is $3,236.40 which represents the value of pipe damaged and quantity of water lost in September, 1981 while Elting, Inc. performed work in N. E. Columbia Blvd. during execution of the Contract.

We appreciate your assistance in pursuing payment of this bill.

Thank you.

Sincerely,

PARKROSE WATER DISTRICT

Dale L Jutila

Dale L. Jutila
Manager

DLJ:lh

RECEIVED
JUN 25 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DATE: March 25, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Early Completion of Columbia River Bridge -
S. E. Powell Boulevard
FAP No. 1-205-7(79)308
Contract No. 9277

Attached for your concurrence is Price Agreement No. 8 to compensate the contractor $425,000 for a 50-day earlier completion of a portion of his contract which will allow earlier completion of other contracts.

The opening of the I-205 Interstate Bridge and east directional connections to I-84 may be speeded up from six months to a year as a result of accelerating these contracts.

Acceleration of this contract requires that the contractor perform earth work and drainage work during the adverse time of year plus imposing the risk for early completion on the contractor. The contractor's plans were to close his field office from December 1981 to the spring of 1982. Early completion requires the contractor to staff his field office during the off season to accomplish the new schedules.

The State recognized the reduced productivity of performing earth work and installing drainage facilities during the winter and early spring months as part of the added costs included in this Price Agreement. The method of valuing the accelerated cost of placing cement treated base (CTB) is subject to judgment. The contractor proposes that the early completion sequence would greatly alter his access to various parts of the project, which could increase his haul distances, reduce his rate of production, reduce the size of continuous CTB placement runs, and require several additional mobilization setups. Those and other possible changes could increase his cost.

Our analysis considered the alternative of deleting the CTB work on this contract and adding this work to another contract. The contractor used a subcontractor's quote in submitting his bid for CTB work. The bid price is quite low and the subcontractor shows no interest or inclination to accelerate this work based upon added costs due to acceleration. Hence we have had to negotiate a price with the contractor based upon what his cost would possibly be to hire someone else to perform this work in the shortened time period. We believe the value derived for comparison is as valid as those derived from estimated changes in construction scheduling.

A cost analysis has been made of the contractor's additional compensation requested for this work and is attached. Our cost analysis indicates a fully supportable cost of approximately $297,000. There is not much question that the added cost of CTB work will have to be paid by the contractor if early completion is attained and this cost could easily exceed the $128,000 difference and push the contractor's actual cost increase to or in excess of the requested $425,000.

The contractor will be subject to a daily amount of liquidated damages of 1/50th the amount of this Price Agreement, which will reinforce his commitment to early completion.

The user benefits resulting from acceleration of this and other I-205 projects are estimated to approximate $26,000 per day of early availability to the public. We have attempted to fully compensate the contractor for the recognized risks brought about by this change as well as provide him with a disincentive to late completion.

We recommend your concurrence in this Price Agreement as being in the public interest.

Att.

bc W. E. Schwartz
C. T. Keasey
E. L. Hardt
R. N. Bothman
E. S. Hunter
W. J. Hart
J. H. Versteeg
R. L. Schroeder
D. H. Moehring
Al Harwood

Form 81-734-1189 (Rev. 8-73)

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Columbia River Br. - SE Powell Blvd
Date Mar. 23 1982
Highway East Portland Freeway
Contract No. 9277
County Multnomah
Prefix 626-1071
Contractor MOCON Corporation
F. A. Project No. I-205-7(79)308
Address P.O. Box 3258, Salem, OR 97302
Price Agreement No. 8

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Accelerate completion of portions of the contract. Change "Contract Time for Completion of Work."

Locations by station numbers:

Entire project.

Names of pay items, estimated quantities and agreed prices:

Accelerated Completion . . . . . Lump Sum . . . . $425,000.

Specifications, basis of measurement and other provisions:

Change section 108.08 of the Special Provisions to read:

108.08 Contract Time for Completion of Work - Modifying subsections 108.08 and 108.10, there will be three "Calendar Dates" and three daily amounts of liquidated damages as set forth in the lettered paragraphs which follow:

(over)

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ 7,876,955.53	
Present estimate of project cost, including $ 425,000.00 for work under this order	$ 8,247,593.66	
Expected over-run (amount)	$ 370,638.13	
Expected over-run (per cent)	4.7%	

Space to right of this line for use of Salem Office

Submitted by R.R. Cameron, Proj. Mgr.

Signed Contractor

for MOCON CORPORATION

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approved ~~Oregon~~ State Highway Engineer ~~Assistant State Highway Engineer or Office Engineer~~

SP*79073-7/4

(a) All work to be done under this contract on the "L" line between "L" line Stations 158 and 237 shall be completed before July 1,1982.

(b) All work to be done under this contract on the "L" line between "L" Stations 126 and 158 and on the "WN" and "SBE" lines shall be completed before July 15,1982.

(c) All work to be done under the contract shall be completed before August 20,1982.

(d) Under (a) above, the daily amount of liquidated damages will be $8,500. Under (b) above, the daily amount of liquidated damages will be $8,500. Under (c) above, the daily amount of liquidated damages will be $600. If liquidated damages should become payable concurrently under any combination of (a), (b) or (c) above, the daily amount of liquidated damages will be $8,500.

For the purpose of applying Section 108.09 of the Standard Specifications, "Adjustment of Contract Time", March 23,1982 will be considered the effective date of this agreement. Any cause for adjustment of contract time which may have occurred before the effective date of this agreement will be disregarded.

Payment will be made on a lump sum basis. Monthly progress payments will be made on a pro rata basis according to the value of the work performed under paragraphs (a) and (b) of this agreement until all work to be performed under paragraphs (a) and (b) of this agreement has been completed.

Payment for "accelerated completion" under this agreement shall be considered full and complete compensation for all work performed and for any other expense incurred by the contractor for "accelerated completion" as specified herein.

3-23-82
Walton

Columbia R. Bridge - S.E. Powell Blvd.
Contract 9277
Excelleration of Contract

Summary

Exhibit	Dollar Value State Estimate	Initial Contractor
A Field office	$27,999.84	$27,323.00
B Pipe Installation	74,423.61	78,049.00
C Trench backfill	3,788.31	2,642.00
D Inlets	15,405.00	11,167.00
E. Box Culvert Backfill	15,076.87	17,240.00
F Adverse Grading	104,302.64	131,229.00
H CTB (State Alternate 30,000)	191,400.00	156,420.00
I Haul Road	26,100.00	26,100.00
(Alt. $297,096.27)	$458,496.27	$450,170.00
J Standby	0	83,000.00
		$533,170.00

Contractor request $425,000.00

On Exhibits B, C, D & E an average labor rate was used to compute the costs. This worked to the advantage of the state. On Exhibit F actual computed wage rates were used due to the premium time [illegible]

3-22-82
Walton

Columbia R. Br. - S.E. Powell Blvd.
Contract 9277
Excelleration of Contract.

Exhibit "A"

Secretary 4 mo @ $\$1050^{00}$ = $4200.00
Project Manager 4 mo @ $\$4000^{00}$ = 16000.00
Pickup 4 mo x 22 w/day x 69.12/day = 6,082.56
3/4 Ton wk rate = $\$140^{00}$ x .016 = $2.24 + $6.40 = 8.64/hr. x 8 hr/day = $69.12
Temporary Toilets 2 each x 4 mo x $\$50^{00}$ = 400.00
Temporary Phone 4 mo @ $\$75^{00}$ = 300.00
$26,982.56

No markup of 20% on monthly salary
15% on Equipment ($6782.56) = 1017.38
$27,999.94

Contractor request $27,323.00

3-22-82
Walton

Columbia R. Br. - S.E. Powell Blvd.
Contract 9277
Excelleration of Contract

Exhibit "B"

Summer Cost to install Pipe

7 Laborers. @ $25.00/hr. x 8 hrs. = $1400.00
1. Hydraulic Excavator @ $104.54 x 8 hrs = 836.32
1 Loader @ $42.39/hr. x 8 hrs. = 339.12
$2575.44

+ 20% Labor ($1400.00) = 280.00
+ 15% Equip. ($1175.44) = 176.32
3031.76

+ 10% (2000) = 200.00
+ 3% (1031.76) = 30.95
$3262.71

$9.32/L.F = $\frac{\$3262.71}{350 \text{ L.F pipe}}$

3-23-82
Walton

Columbia R. Br. - S.E. Powell Blvd.
Contract 9277
Excelleration of Contract

Exhibit B.

Winter cost of installing Pipe:

7 man crew @ 25^{00}/hr. X 8hr. = \$1400.00
1 Hydraulic Excavator @ \$104.54 X 8hrs. = 836.32
1 Loader @ \$42.39/hr. X 8hrs. = 339.12
\$ 2575.44

+20% Labor (\$1400.00) = 280.00
+15% Equipment (\$1175.44) = 176.32
\$ 3031.76

+10% (\$2000.00) 200.00
+3% (\$1031.76) 30.95
\$ 3262.71

\$20.39/L.F. = 160 L.F

\$ 20.39/L.F
− 9.32/L.F
\$ 11.07/L.F. additional cost X 6723 L.F = \$74,423.61

Contractor wants \$78,049

3-28-82
Walton

Columbia R. Br. - S.E. Powell Blvd.
Contract 9277
Excelleration of Contract

Exhibit "C"

Load material for backfill Trenches

Loader		16hrs @ $42.39/hr.	=	$678.24
Trucks		30 hrs @ $35.06/hr.	=	1051.80
				$1730.04
Labor:	Loader operator	16hrs @ $25.00/hr.	=	$400.00
	Truck Drivers	30hrs @ $25.00/hr.	=	750.00
				$1150.00
				$2880.04
+ 20% Labor ($1150.00)			=	230.00
+ 15% Equip. (1730.04)			=	432.01
				$ 3,542.05
+ 10% ($2000.00)			=	200.00
+ 3% ($1542.05)			=	46.26
Contractor wants $2642.00				$3788.31

3-23-82
Walton

Columbia R. Br. - S.E. Powell Blvd.
Contract 9277
Excelleration of Contract.

Exhibit "D"

Equipment

Backhoe 1 hr. @ $15.72/hr.	=	$15.72
Labor 1 hr. @ $25.00/hr.	=	25.00
Backhoe operator 1 hr @ 25.00/hr.	=	25.00
		$65.72
+ 20% (Labor) ($50.00)	=	10.00
+ 15% (Equip) ($15.72)		9.86
		$85.58
+ 10% ($2000.00) ($85.58)		17.12
		$102.70 Ea.

150 Ea. @ $102.70 = $15,405.00

Contractor wants $11,167.00

3-23-82
Walton

Columbia R. Bridge - S.E. Powell Blvd.
Contract 9277
Excelleration of Contract.

Exhibit "E"

Backfill Box Culvert

Hydraulic Excavator	56 Hrs @ $104.54/hr. =	$5854.24
Tractor Dozer D-6C	56 Hrs @ $32.60/hr. =	1825.60
		$7679.84

Labor:

Operator Hydraulic Exc.	56 hrs @ $25.00/hr. =	$1400.00
Operator D6C Dozer	56 hrs @ $25.00/hr. =	1400.00
Grade Checker	56 hrs @ $25.00/hr. =	1400.00
		$4200.00
		$11,879.84
+ 20% Labor ($4200.00)		840.00
+ 15% Equip. ($7679.84)		1781.98
		$14,501.82
+ 10% ($2,000.00)		$ 200.00
+ 3% ($12,501.82)		$ 375.05
		$15,076.87

3-23-82
Wolton

Columbia R. Bridge - S.E. Powell Blvd.
Contract 9277
Excelleration of Contract

Exhibit "E"

Contractor Wants $17,240.00

State Estimate $15,076.87.

3-23-82
Walton

Columbia R. Bridge - S.E. Powell Blvd.
Contract 9277
Excelleration of Contract

Exhibit "F"
Excavation and Grading.

Item 1. Aeration Costs (Labor cost this est based on computed rates)

Labor:

Formon @ $80.84/hr. = $30.84
H&P Engr. @ 29.94/hr. x2 = 59.88
Laborer @ 25.14/hr. = 25.14
$115.86/hr.

Equipment:

140G motor Grader @ $42.15/hr.
LPG Tractor @ $38.53/hr.
80.68/hr
$196.54/hr.

40 hrs @ $196.54/hr. = $7861.60

3-23-82
Walton

Columbia R. Bridge - S.E. Powell Blvd.
Contract 9277
Excelleration of Contract
Exhibit "F"

Item 2. Premium Time

(A) Labor:

Forman	@	$8.84/hr.	=	$8.84/hr.
Laborer	@	$7.04/hr. x 2	=	14.08/hr.
H&P Engr	@	$8.84/hr. x 3	=	26.52/hr.
Teamster	@	$8.51/hr. x 9	=	76.59/hr
				$126.03/hr.

$126.03/hr. x 50 hrs = $ $6301.50

N. Columbia Slough station 125-205

3-23-82
Wolton

Columbia R. Bridge – S.E. Powell Blvd.
Contract 9277
Excelleration of Contract.
Exhibit "F"

Item 2 Premium Time
(B) Fine grade Ln 160-205

Labor:

Forman @ $8.84/hr = $ 8.84/hr.
Laborer @ $7.04/hr. x 3 = 21.12/hr.
H&P Engr. @ $8.84/hr. x 5 = 44.20/hr.
Teamster @ $8.51/hr. x 1 = 8.51/hr
$82.67/hr.

$82.67/hr. X 60hrs = $4,960.20

Item 2 Premium Time
(C) Fine grade Ls & Ln 125-155
Crew same as (B) above

$82.67/hr. X 180hrs = $14,880.60

3-23-82
Walton

Columbia R. Bridge - S.E. Powell Blvd.
Contract 9277
Excelleration of Contract
Exhibit "F"

Item 2 Premium Time

(D) Fine grade Hancock ramps

Labor:

Forman @ $8.84/hr.	=	$8.84/hr.
Laborer @ $7.04/hr x 3	=	21.12/hr.
H&P Engr. @ $8.84/hr. x 5	=	44.20/hr.
Teamster @ $8.51/hr	=	8.51/hr.
		$82.67/hr.

$82.67/hr. X 140 hrs = $11,573.80

Item 3 Mobilization cost (Cost Referance Guide 198

Cat 235 Excavator	$780.00
Cat D-3 Dozer	$230.00
Compactor	$230.00
977 Loader	$720.00
Motor Grader	0
	$1960.00

$1960.00 X 4 moves = $7840.00

3-23-82
Walton

Columbia R. Bridge - S.E. Powell Blvd.
Contract 9277
Excelleration of Contract
Exhibit "F"

Item 4 Long Haul cost

$$\frac{15.4 \text{ min}}{60 \text{ min}} \times \frac{\$38.00}{9 \text{ CY}} = \$1.08/\text{CY}.$$

$1.08/CY × 5731 CY. = $6189.48

Item 5 Inefficiency for winterwork.

(A) Excavate Banfield ramps

81,029 CY @ $2.00/CY (Bid price) = $162,058.00

allow 20% loss = $ 32,411.60

(B) Excavate & Grade Ls & Ln, SAW, NA & Bikeway lines

45,550 CY @ $2.00/CY (Bid Price) = $91,100.00

allow 10% loss (Area better drained)

= $9110.00

Item 6 Not Allowed

3-23-82
Walton

Columbia R. Bridge - S.E. Powell Blvd.
Contract 9277
Excelleration of Contract
Exhibit "F.

Item 1.	$7861.60
2.(a)	6,301.50
(b)	4,960.20
(c)	14,880.60
(d)	11,573.80
3.	7,840.00
4.	6,189.48
5(a)	32,411.60
(b)	9,110.00
	$101,128.78
+ 10% ($2000.00	$200.00
+ 3% ($99,128.78)	$2,973.86
	$104,302.64

Contractor want $131,229.00

3-23-82
Walton

Columbia R. Bridge - S.E. Powell Blvd.
Contract 9277
Excelleration of Contract
Exhibit "H"

66,000 Tons Cement Treated base remain to be placed.

Contractor bid $7.80 per Ton Agg. Base
Cement Treated base normally cost $3.00/Ton more than base rock = $11.80/Ton

66,000 Ton @ $11.80/Ton = $778,800.00

66,000 Ton @ $8.90/Ton = $587,400.00
$191,400.00

$11.80 - $8.90 = $2.90/Ton
Contractor has request $2.37/Ton

(Note: The above analysis is on the basis of actual probable cost of CTB and does not consider the actual bid price. Could only support ± $30,000.00 above bid price for cost due to acceleration)

3-23-82
Walton

Columbia R. Bridge - S.E. Powell Blvd.
Contract 9277
Excelleration of Contract
Exhibit "I"

Additional haul cost.

Haul cost computation

$$\frac{15.4\ \text{min}}{60\ \text{min}} \times \frac{\$51.00/\text{hr.}}{22.5\ \text{Ton}} = \$0.58/\text{Ton}$$

The contractor's cost of $51.00/hr. for Truck appears to be some high but as subcontractor this could be the actual cost.

45,000 Tons @ $0.58 = $26,100.00

To Support Exhibit K

EQUIPMENT OWNER RATE DETERMINATION

OREGON STATE **HIGHWAY DIVISION**

PROJECT NAME (SECTION) Columbia R. Br. - S.E. Powell Blvd	CONTRACT NO. 9277
CONTRACTOR	EXTRA WORK ORDER NO.

MANUFACTURER Koehring	MODEL 255A	SERIAL NO	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER

ENGINE(S): ☐ Gasoline ☒ Diesel TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

SECTION & PAGE	CODE		Weekly Rate	Daily Rate	Operating Cost/Hour
10-112	AAE	TYPE Trencher I.D. NUMBER	2570	~~770~~	17.00
		ATTACHMENT			
TOTALS					Ⓒ Hour
OWNER RATE PER HOUR		0.016 A +C	58.12		←

MANUFACTURER CAT	MODEL	SERIAL NO	YEAR 19__	CAPACITY OR SIZE 22 CY	HORSEPOWER 330

ENGINE(S). ☐ Gasoline ☒ Diesel TRANSMISSION. ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

20-29	NAE	TYPE Truck I.D. NUMBER Bottom Dump	2735^{00}		17^{30}
		ATTACHMENT			
TOTALS			43.76		Ⓒ Hour
OWNER RATE PER HOUR		0.016 A +C	61.06		←

MANUFACTURER CAT	MODEL 966C	SERIAL NO	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER

ENGINE(S) ☐ Gasoline ☐ Diesel TRANSMISSION. ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

9-45	CAE	TYPE Front End I.D. NUMBER Loader 966C	1960	~~610~~	19.35
		ATTACHMENT			
TOTALS					Ⓒ Hour
OWNER RATE PER HOUR		0.016 A +C	50.75		←

MANUFACTURER	MODEL D-9H	SERIAL NO.	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER

ENGINE(S): ☐ Gasoline ☐ Diesel TRANSMISSION. ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

9-92	CAE	TYPE 9S Streight I.D NUMBER Dozer	4830		38 25
9-110	CAE	ATTACHMENT Bld.	640		2.70
TOTALS					Ⓒ Hour
OWNER RATE PER HOUR		0.016 A +C	128.47		←

Remarks:

		COST ANALYST	DATE

734-1883(9-81)

10 Support

EC PMENT OWNER RATE DETER NATION

Exhibit "F"

OREGON STATE

HIGHWAY DIVISION

PROJECT NAME (SECTION) Columbia River Br- Powell Blvd	CONTRACT NO. 9277
CONTRACTOR	EXTRA WORK ORDER NO.

MANUFACTURER CAT	MODEL 140G	SERIAL NO	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER

ENGINE(S) ☐ Gasoline ☐ Diesel TRANSMISSION. ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

SECTION & PAGE	CODE		Weekly Rate	~~Daily Rate~~	Operating Cost/Hour
9-6	CAE	TYPE Grader I.D. NUMBER	1815		13.10
		ATTACHMENT			
					🄲 Hour
TOTALS					
OWNER RATE PER HOUR 0.016 A +C				42.14	←

MANUFACTURER CAT	MODEL D-5B LGP	SERIAL NO. 46X	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER

ENGINE(S) ☐ Gasoline ☐ Diesel TRANSMISSION. ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

9-91	CAE	TYPE Streight Dozer I.D. NUMBER	1655		12.05
		ATTACHMENT			
					🄲 Hour
TOTALS					
OWNER RATE PER HOUR 0.016 A +C				38.53	←

MANUFACTURER CAT	MODEL D-3	SERIAL NO.	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER 62

ENGINE(S) ☐ Gasoline ☐ Diesel TRANSMISSION ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

9-87	CAE	TYPE Crawler Tractor I.D. NUMBER	610.00		5.65
		ATTACHMENT			
					🄲 Hour
TOTALS			9.76		
OWNER RATE PER HOUR 0.016 A +C			15.41		←

MANUFACTURER	MODEL	SERIAL NO.	YEAR 19__	CAPACITY OR SIZE 8000 Gal	HORSEPOWER 450

ENGINE(S) ☐ Gasoline ☐ Diesel TRANSMISSION ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

20-40	NAE	TYPE WATER I.D. NUMBER TANKER	3795^{00}		29^{90}
		ATTACHMENT			
					🄲 Hour
TOTALS			60.72		
OWNER RATE PER HOUR 0.016 A +C			90.62		←

Remarks: For Bruce Walton

COST ANALYST Dave Parker DATE 1-15-82

734-883(9-81)

EQUIPMENT OWNER RATE DETERMINATION

OREGON STATE **HIGHWAY DIVISION**

PROJECT NAME (SECTION) Columbia R. Br. - S.E. Powell Blvd.	CONTRACT NO. 9277
CONTRACTOR	EXTRA WORK ORDER NO.

MANUFACTURER Bucyrus-Erie	MODEL 350H	SERIAL NO.	YEAR 19__	CAPACITY OR SIZE 2 1/2 CY	HORSEPOWER 248

ENGINE(S): ☐ Gasoline ☐ Diesel TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

SECTION & PAGE	CODE	Hydraulic Excavator	Weekly Rate	Daily Rate	Operating Cost/Hour
AAE	10-10	TYPE I.D. NUMBER	4540.00		31.90
		ATTACHMENT			C Hour
TOTALS			72.64		←
OWNER RATE PER HOUR 0.016 A +C			104.54		

MANUFACTURER Allis-Chalmers	MODEL 645B	SERIAL NO	YEAR 19__	CAPACITY OR SIZE 3 CY	HORSEPOWER 151

ENGINE(S) ☐ Gasoline ☐ Diesel TRANSMISSION ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

CAE	9-48	TYPE I.D. NUMBER Loader - wheel	1690.00		15.35
		ATTACHMENT			C Hour
TOTALS			27.04		←
OWNER RATE PER HOUR 0.016 A +C			42.39		

MANUFACTURER	MODEL	SERIAL NO	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER

ENGINE(S) ☐ Gasoline ☐ Diesel TRANSMISSION. ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

NAE	20-6	TYPE I.D. NUMBER 12 CY Truck	910.00		20.50
		ATTACHMENT			C Hour
TOTALS			14.56		←
OWNER RATE PER HOUR 0.016 A +C			35.06		

MANUFACTURER CASE	MODEL 580C	SERIAL NO.	YEAR 19__	CAPACITY OR SIZE 7/8 CY	HORSEPOWER 55

ENGINE(S) ☐ Gasoline ☐ Diesel TRANSMISSION ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

CAE	9-62	TYPE I.D. NUMBER Backhoe	670.00		5.00
		ATTACHMENT			C Hour
TOTALS			10.72		←
OWNER RATE PER HOUR 0.016 A +C			15.72		

Remarks:

		COST ANALYST	DATE

734-1333(9-81)

OREGON STATE

EQUIPMENT OWNER RATE DETERMINATION

HIGHWAY DIVISION

PROJECT NAME (SECTION) Columbia R. Br. - S.E. Powell Blvd.	CONTRACT NO. 9277
CONTRACTOR	~~EXTRA WORK ORDER NO.~~

MANUFACTURER Caterpillar	MODEL D6C	SERIAL NO.	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER 140

ENGINE(S) ☐ Gasoline ☐ Diesel TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

SECTION & PAGE	CODE	Crawler Tractor	Weekly Rate	Daily Rate	Operating Cost/Hour
CAE	9-91	TYPE I.D. NUMBER	1275.00		12.20
		ATTACHMENT			
TOTALS			20.40		🄲 Hour
OWNER RATE PER HOUR		0.016 A + C	32.60		←

MANUFACTURER CATERPILLAR	MODEL 140G	SERIAL NO.	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER 150

ENGINE(S) ☐ Gasoline ☐ Diesel TRANSMISSION ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

CAE	9-6	TYPE I.D. NUMBER Motor Grader	1815.00		13.10
		ATTACHMENT			
TOTALS			29.04		🄲 Hour
OWNER RATE PER HOUR		0.016 A + C	42.15		←

MANUFACTURER	MODEL	SERIAL NO.	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER

ENGINE(S) ☐ Gasoline ☐ Diesel TRANSMISSION ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

		TYPE I.D. NUMBER			
		ATTACHMENT			
TOTALS					🄲 Hour
OWNER RATE PER HOUR		0.016 A + C			←

MANUFACTURER	MODEL	SERIAL NO.	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER

ENGINE(S). ☐ Gasoline ☐ Diesel TRANSMISSION. ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

		TYPE I.D. NUMBER			
		ATTACHMENT			
TOTALS					🄲 Hour
OWNER RATE PER HOUR		0.016 A + C			←

Remarks:

		COST ANALYST	DATE

734-1883(9-81)

HIGHWAY DIVISION

WAGE DETERMINATION

PROJECT NAME (SECTION) Columbia River Br. - S.E. Powell Blvd			CONTRACT NO. 9277
CONTRACTOR	LABOR ZONE	COUNTY Multnomah	DATE 1-15-82 COST ANALYST Walton

CLASSIFICATIONS: HOISTING & PORTABLE ENGINEERS, TEAMSTERS, LABORERS, CARPENTERS-PILEDRIVERS-MILLWRIGHTS, CEMENT MASONS, IRONWORKERS

CLASSIFICATION	Laborer	Teamster	H&P Engr	Forman		
JOB						
GROUP						
BASE (Assumed)	16.77	20.25	21.02			
VACATION	1.00	1.00	0.50			
PAYROLL TAX 26%	4.62	5.53	5.60	+ 0.90		
HEALTH & WELFARE	1.20	0.93	1.25			
PENSION	1.40	1.19	1.47			
TRAINING	0.10	0.08	0.05			
CONST. IND. ADVANCEMENT	0.05	0.05	0.05			
TOTAL	25.14	29.03	29.94	30.84		

Overtime computation.

CLASSIFICATION	Premium pay - overtime					
Straight ~~JOB~~ Time	18.10	20.52	21.10	22.00		
Overtime	25.14	29.03	29.94	30.84		
~~GROUP~~ Diff	7.04	8.51	8.84	8.84	= 33.23 ÷	4 = 8.31
BASE					Ave.	
VACATION						
PAYROLL TAX ___%						
HEALTH & WELFARE						
PENSION						
TRAINING						
CONST. IND. ADVANCEMENT						
TOTAL						

(4-81)

SP*86174-

JOBSITE OFFICE

EXHIBIT A

PRICING

2-2-82

PROC	ITEM	QUANTITY	UNIT	MATERIAL	UNIT	EQUIP OR SUB	UNIT	LABOR	
	Secretary -	4 MO					1050	4200 00	4200 0
	Project Mgr. - Wendell Larson	4 MO					4000	16000 00	16000 0
	Pickup	4 MO			300.00	1200 00			1200 0
	Fuel for Pickup 10,000/16 = 125 mi/day x 80	625gal			1.25	781 00			781 0
	Temp Toilets 2 ea x 4 mo	8 MO			50.00	400 00			400 0
	Temp Phone	4 MO			75.00	300 00			300 0
						2681 00		20200 00	22881 0
	Overhead & Fee on Labor	20200 00					20%		4040 0
	" " " Equip & Misc	~~2681 00~~ 1431.00					15%		~~402 0~~
	(excludes Pickup costs)							TOTAL	~~27323 0~~

EXTENDED BY

INSTALLING SEWERS IN SUMMER WEATHER
CONDITIONS VS. WINTER WEATHER CONDITIONS

CONTRACT .9277

PRICING EXHIBIT B 2-2-82

C PROD	ITEM	QUANTITY	UNIT	[illegible]	UNIT	EQUIP. OR SUB	UNIT	LABOR	
SUMMER PRODUCTION BASED ON INSTALLING									
350 LF OF 12-INCH PIPE PER DAY WITH									
7 MAN CREW, 1 BUCYRUS-ERIE HYDRAULIC									
EXCAVATOR-MODEL 350-H AND 1 A-C WHEEL									
OADER-MODEL 645-B									
				OPERATING COST				(4.00 LF)	
	Labor 7 men x 8 Hr	56 HR					25.00	1400 00	1400
	Hydraulic Excavator (350H)	8 HR	31.90 ✓	255 00	113.50 ✓	908 00			1163
	Wheel Loader	8 Hr	15.35 ✓	122.00	42.25 ✓	338 00			460
	Foreman's Pickup- no charge			377 00		1246 00			3023
				350 =	1.08	350 =	3.56	3023.00/350 LF =	$8.63
WINTER PRODUCTION BASED ON INSTALLING									
160 LF OF 12-INCH PIPE PER DAY WITH									
7 MAN CREW									
								(8.75 LF)	
	Labor 7 men x 8 Hr	56 HR					25.00	1400 00	1400
	Hydraulic Excavator	8 Hr	31.90	255 00	113.50	908 00			1163
	Wheel Loader	8 Hr	15.35	122 00	42.25	338 00			460
	Foreman's Pickup-no charge			377 00		1246 00			3023
				160 =	2.35	160 =	7.78	3023.00/160 LF =	$18.89 L
	WINTER PRODUCTION COST	18.89 LF							
	SUMMER PRODUCTION COST	8.63 LF							
	COST DIFFERENTIAL	10.26 LF	increase	x 6723 LF					$68978
	Overhead and Fee on Labor	6723 LF	x ~~4.75~~ 6.07	$17,684.00			20%		3536
	Overhead and Fee on Equipment	6723 LF	x 4.22	28,371.00		(Delete)	15%		~~4255~~
	Overhead and Fee on Material	6723 LF	~~x 1.27~~	8,538.00		(Delete)	15%		~~1280~~
								TOTAL	~~$78049~~

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LABOR JOB COST REPORT

WEEK ENDING JANUARY 24, 1981

: 406 JOB DESC: COLUMBIA SLOUGH JOB SUPT: WENDELL LARSON ESTIMATOR: WENDELL LARSON

SE DESCRIPTION	UNIT TYPE	THIS WEEK QUANT	THIS WEEK U/C	THIS WEEK COST	JOB TO DATE QUANT	JOB TO DATE U/C	JOB TO DATE COST	JOB TO DATE HOURS	JOB TO DATE MH/U	ESTIMATED QUANT	ESTIMATED U/C	ESTIMATED COST	TO DATE +/-	PROJ COST
23 UNION ADJUSTMENTS							-						0	-
3 UNION_ADJUSTMENTS WINTER COST							2755						-2755	2755
48 RETROACTIVE PAY/UNION							20726						-20726	20726
1 8-INCH PIPE	LF				20.0	5.03	100	5	0.250	42	3.25	136	-35	211
2 12-INCH PIPE	LF	143.0	8.56	1224	8695.0	5.48	47692	2367	0.272	8920	3.35	29882	-18564	48926
3 15"-INCH PIPE	LF				1549.0	4.26	6611	364	0.235	1570	4.36	6845	142	6701
4 18-INCH PIPE	LF	30.0	13.61	408	857.0	5.43	4656	261	0.304	610	5.90	3599	-1057	4656
5 21-INCH PIPE	LF				778.0	6.89	5368	305	0.392	780	6.90	5382	0	5381
6 27-INCH PIPE	LF				556.0	7.95	4420	251	0.451	562	7.95	4467	-	4467
7 30-INCH PIPE	LF				188.0	8.11	1525	87	0.462	194	8.11	1573	-	1574
8 36-INCH PIPE	LF				300.0	9.30	2790	159	0.531	300	9.30	2790	-	2790
9 42-INCH PIPE	LF				440.0	16.42	7227	370	0.842	252	10.84	2731	-4495	7227
48-INCH PIPE	LF				351.0	13.30	4668	265	0.756	356	13.30	4734	-	4735
66-INCH PIPE	LF				404.0	17.79	7187	408	1.009	420	17.79	7471		747
72-INCH PIPE	LF				2617.0	12.37	32376	1519	0.580	2570	68.20	175274	142897	32376
78-INCH PIPE	LF				1099.0	24.09	26477	1242	1.130	1410	55.80	78678	34846	33970
84-INCH PIPE	LF				977.0	22.26	21750	1021	1.045	920	49.60	45632	23881	21750
PUMP STATION	LS				10.0	836.06	8360	422	42.200	100	70.50	7050	-7655	83606
ADJUSTING MANHOLES	EA						1661	84		7	225.00	1575	-1661	1661
TRENCH BOXES	LS						1077	48		100			-1077	1077
RESTORATION AND CLEAN	LS			975			6328	311					-6328	6328
PIPE AND MANHOLES				1033			2927	150					-2927	2927
PROJECT MANAGER	LS						32614	1380		100	240.00	24000	-32614	32614
PROJECT SUPERINTENDEN							834	40					-834	834
TEMP. SIGNS	LS											500		500
TEMP CONC. BARRIER	LS						624	32		100			-624	624
EQUIPMENT REPAIRS	LS						30002	1409					-30002	30002
PAVING	LS						316	16		100			-316	316

	THIS WEEK	TO DATE	HOURS	ESTIMATED	TO DATE +/-	PROJECTED
406 TOTALS	3,642.41	281,083.28	12,520.50	402,323.22	70,088.03	366,217.74
GRAND TOTALS****	3,642.41	281,083.28	12,520.50	402,323.22	70,088.03	366,217.74

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LABOR JOB COST REPORT

ADITIONAL P/R WEEK END SEPT 19 1981

JOB # : 412 JOB DESC: COLUMBIA RIVER BR.-S.E.POWELL JOB SUPT: W.LARSON/SUPV.CASE,HART,BINGHA ESTIMATOR: $800,000.00 C/A

PHASE DESCRIPTION	UNIT TYPE	THIS WEEK QUANT	THIS WEEK U/C	THIS WEEK COST	JOB TO DATE QUANT	JOB TO DATE U/C	JOB TO DATE COST	JOB TO DATE HOURS	JOB TO DATE MH/U	ESTIMATED QUANT	ESTIMATED U/C	ESTIMATED COST	TO DATE +/-	PROJ COST
42 WORKMAN COMP.ADJUSTME							8918						-8918	8918
003 PLACE 3" PERF PIPE	LF									3000	0.90	2700		2700
006 PLACE 6" PIPE	LF				32.0					40	9.00	360	288	360
007 8" CULVERT PIPE	LF				157.5					1760	4.00	7040	630	7040
008 PLACE 8"SEWER PIPE	LF	SUMMER COST			24.0					140	8.00	1120	192	1120
009 PLACE 8" PERF PIPE	LF				500.0	0.78	391	20	0.040	14500	2.00	29000	608	29000
012 PLACE 12"SEWER PIPE	LF	1020.0	1.24	1271	13503.5	3.80	51383	2523	0.186	18810	7.65	144050	52028	71575
013 PLACE 12" CULVERT PIP	LF									44	7.00	308		308
015 PLACE 15" SEWER PIPE	LF	75.0	3.82	287	1121.0	4.25	4764	233	0.207	2530	6.00	15180	1961	10754
016 PLACE 15" CULVERT PIP	LF									580	6.00	3480		3480
018 PLACE 18" SEWER PIPE	LF				170.5	0.70	120	6	0.035	2200	9.00	19800	1414	19800
019 PLACE 18" CULVERT PIP	LF				162.5					500	9.00	4500	1462	4500
021 PLACE 21" SEWER PIPE	LF				72.5	15.89	1152	57	0.786	980	9.50	9310	-463	9310
024 PLACE 24" SEWER PIPE	LF									740	11.00	8140		8140
025 PLACE 25" CULVERT PIP	LF				217.5	5.96	1298	61	0.280	170	10.00	1700	401	1298
30 PLACE 30" SEWER PIPE	LF				230.0	4.26	981	48	0.210	880	14.00	12320	2238	3754
36 PLACE 36" SEWER PIPE	LF				219.0	4.58	1004	49	0.226	230	16.00	3680	2499	105
37 PLACE 36" CULVERT PIP	LF				586.0	3.95	2317	100	0.170	630	11.00	6930	4128	2491
60 PLACE 60" SEWER PIPE	LF									60	50.00	3000		3000
04 PIPE UNDER PAVEMENT	LF									140	20.00	2800		2800
65 EXCAV.PIPE TRENCH	CY			726			1555	71		20850	2.00	41700	-1555	41700
20 GRAVEL BEDDING	CY									6	2.00	12		12
5 COMPACTION	LF									32000	0.50	16000		16000
0 BORING PITS	LS						93	5		100	25.00	2500	-93	2500
5 SPECIAL STRUCTURES	LS									100	24.00	2400		2400
70 PLACE CATCH BASINS	EA				95.0	14.10	1340	67	0.705	366	75.00	27450	5784	516
75 PLACE MANHOLES	EA				10.0	180.77	1807	94	9.450	57	270.00	15390	892	10303
77 SLOPE PROTECTORS	EA									2	170.00	340		340
78 ADJUST MANHOLES	EA									2	200.00	400		400
79 RECONTRUCT MANHOLES	EA									5	675.00	3375		3375
30 TRENCH BOXES FAB	LS									100	50.00	5000		5000
1 RECONST.SPECIAL MANHO	EA									2	675.00	1350		1350
22 ADJUST INLETS	EA									1	200.00	200		200
5 PUMP STATION PRESS.LI	LF									100	7.00	700		700
01 MOVE ON / OFF JOBSITE	LS									100	120.00	12000		12000
EQUIPMENT REPAIRS	LS						7346	330		100	200.00	20000	-7346	20000
5 FILTER & GRAVEL-DRAIN	LS				145.2					100	48.40	4840	4840	4840
5 PROJECT MANAGER							3853	161					-3853	3853
0 PROJECT SUPERINTENDEN							175	8					-175	175
0 MOEON CORP.-BACKCHARG	LS									100				
01 DALE DAVISON BACKCHAR							44	1					-44	44
2 BACK CHARGES							2048	97					-2048	2048

	THIS WEEK	TO DATE	HOURS	ESTIMATED	TO DATE +/-	PROJECTED
12 TOTALS	2,285.14 /	90,597.18	3,934.17	429,075.00	54,871.54	373,812.39

	THIS WEEK	TO DATE	HOURS	ESTIMATED	TO DATE +/-	PROJECTED
[illegible]	[illegible]	90,597.18	[illegible]	[illegible]	[illegible]	[illegible]

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LABOR JOB COST REPORT

WEEK ENDING SEPTEMBER 12, 1981

OB # : 412 JOB DESC: COLUMBIA RIVER BR.-S.E.POWELL JOB SUPT: W.LARSON/SUPV.CASE,HART,BINGHA ESTIMATOR: $800,000.00 C/A

HASE ODEDESCRIPTION	UNIT TYPE	THIS WEEK			JOB TO DATE					ESTIMATED			TO DATE	PROJ
		QUANT	U/C	COST	QUANT	U/C	COST	HOURS	MH/U	QUANT	U/C	COST	+/-	COST
										3000	0.90	2700		2700
003 PLACE 3" PERF PIPE	LF									40	9.00	360	288	360
006 PLACE 6" PIPE	LF	32.0			32.0					1760	4.00	7040	630	7040
007 8" CULVERT PIPE	LF				157.5					140	8.00	1120		1120
008 PLACE 8"SEWER PIPE	LF									14500	2.00	29000	608	29000
009 PLACE 8" PERF PIPE	LF	SUMMER COST			500.0	0.78	391	20	0.040	18810	7.65	144050	46085	731
2012 PLACE 12"SEWER PIPE	LF	1232.0	4.26	5251	12235.0	3.89	47611	2341	0.191	44	7.00	308		308
013 PLACE 12" CULVERT PIP	LF									2530	6.00	15180	1798	1087
2015 PLACE 15" SEWER PIPE	LF			176	1046.0	4.28	4477	220	0.210	580	6.00	3480		3480
016 PLACE 15" CULVERT PIP	LF									2200	9.00	19800	1414	198
018 PLACE 18" SEWER PIPE	LF				170.5	0.70	120	6	0.035	500	9.00	4500	1462	450
019 PLACE 18" CULVERT PIP	LF	52.5			162.5					980	9.50	9310	-463	931
021 PLACE 21" SEWER PIPE	LF				72.5	15.89	1152	57	0.786	740	11.00	8140		814
024 PLACE 24" SEWER PIPE	LF									170	10.00	1700		1700
025 PLACE 25" CULVERT PIP	LF									880	14.00	12320	2238	375
030 PLACE 30" SEWER PIPE	LF				230.0	4.26	981	48	0.210	230	16.00	3680	2499	1055
036 PLACE 36" SEWER PIPE	LF	219.0	4.58	1004	219.0	4.58	1004	49	0.226	630	11.00	6930	4128	24
037 PLACE 36" CULVERT PIP	LF				586.0	3.95	2317	100	0.170	60	50.00	3000		3000
060 PLACE 60" SEWER PIPE	LF									140	20.00	2800		2
104 PIPE UNDER PAVEMENT	LF						828	40		20850	2.00	41700	-828	41700
5 EXCAV.PIPE TRENCH	CY			697						6	2.00	12		
120 GRAVEL BEDDING	CY									32000	0.50	16000		16000
5 COMPACTION	LF						93	5		100	25.00	2500	-93	25
150 BORING PITS	LS									100	24.00	2400		2400
165 SPECIAL STRUCTURES	LS									366	75.00	27450	5772	397
170 PLACE CATCH BASINS	EA	6.0	6.32	37	90.0	10.86	977	52	0.577	57	270.00	15390	745	1066
175 PLACE MANHOLES	EA			137	9.0	187.15	1684	88	9.777	2	170.00	340		340
2177 SLOPE PROTECTORS	EA									2	200.00	400		400
178 ADJUST MANHOLES	EA									5	675.00	3375		337
179 RECONTRUCT MANHOLES	EA									100	50.00	5000		500
180 TRENCH BOXES FAB	LS									2	675.00	1350		135
181 RECONST.SPECIAL MANHO	EA									1	200.00	200		20
182 ADJUST INLETS	EA									100	7.00	700		70
195 PUMP STATION PRESS.LI	LF									100	120.00	12000		1200
201 MOVE ON / OFF JOBSITE	LS						7162	322		100	200.00	20000	-7162	2000
240 EQUIPMENT REPAIRS	LS			611						100	48.40	4840	4840	484
255 FILTER & GRAVEL-DRAIN	LS				145.2		3615	151					-3615	361
905 PROJECT MANAGER				238			175	8					-175	17
910 PROJECT SUPERINTENDEN				175						100				
600 MOCON CORP.-BACKCHARG	LS						44	1					-44	4
601 DALE DAVISON BACKCHAR														

	THIS WEEK	TO DATE	HOURS	ESTIMATED	TO DATE +/-	PROJECTED
412 TOTALS	8,331.21	72,638.96	3,511.17	429,075.00	60,128.38	313,105.

THIS WEEK	TO DATE	HOURS	ESTIMATED	TO DATE +/-	PROJECTED
[illegible]	72,[illegible]	3,511.17	429,075.00	60,[illegible].38	313,[illegible]5.

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MOCON UNDERGROUND CORP

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LABOR JOB COST REPORT

WEEK ENDING AUGUST 15, 1981

JOB # : 412 JOB DESC: COLUMBIA RIVER BR.-S.E.POWELL JOB SUPT: W.LARSON/SUPV.CASE,HART,BINGHA ESTIMATOR: $800,000.00 C/A

PHASE CODE	DESCRIPTION	UNIT TYPE	THIS WEEK QUANT	THIS WEEK U/C	THIS WEEK COST	JOB TO DATE QUANT	JOB TO DATE U/C	JOB TO DATE COST	HOURS	MH/U	ESTIMATED QUANT	ESTIMATED U/C	ESTIMATED COST	TO DATE +/-	PROJ COST
2003	PLACE 3" PERF PIPE	LF									3000	0.90	2700		2700
2006	PLACE 6" PIPE	LF									40	9.00	360		360
2007	8" CULVERT PIPE	LF				157.5					1760	4.00	7040	630	7040
2008	PLACE 8"SEWER PIPE	LF	summercost								140	8.00	1120		1120
2009	PLACE 8" PERF PIPE	LF				500.0	0.78	391	20	0.040	14500	2.00	29000	608	29000
2012	PLACE 12"SEWER PIPE	LF	1164.5	4.06	4731	6949.5	4.10	28509	1422	0.204	18810	7.65	144050	24710	77166
2013	PLACE 12" CULVERT PIP	LF									44	7.00	308		308
2015	PLACE 15" SEWER PIPE	LF	42.0	3.42	143	297.0	9.00	2674	133	0.447	2530	6.00	15180	-892	22782
2016	PLACE 15" CULVERT PIP	LF									580	6.00	3480		3480
2018	PLACE 18" SEWER PIPE	LF				170.5					2200	9.00	19800	1534	19800
2019	PLACE 18" CULVERT PIP	LF	50.0			50.0					500	9.00	4500	450	4500
2021	PLACE 21" SEWER PIPE	LF				72.5	15.89	1152	57	0.786	980	9.50	9310	-463	9310
2024	PLACE 24" SEWER PIPE	LF									740	11.00	8140		8140
2025	PLACE 25" CULVERT PIP	LF									170	10.00	1700		1700
2030	PLACE 30" SEWER PIPE	LF				230.0	4.26	981	48	0.210	880	14.00	12320	2238	[illegible]
2036	PLACE 36" SEWER PIPE	LF									230	16.00	3680		3680
2037	PLACE 36" CULVERT PIP	LF				586.0	3.95	2317	100	0.170	630	11.00	6930	4128	[illegible]
2060	PLACE 60" SEWER PIPE	LF									60	50.00	3000		3000
2104	PIPE UNDER PAVEMENT	LF									140	20.00	2800		2800
2105	EXCAV.PIPE TRENCH	CY			130			130	7		20850	2.00	41700	-130	41700
2120	GRAVEL BEDDING	CY									6	2.00	12		[illegible]
2135	COMPACTION	LF									32000	0.50	16000		16000
2150	BORING PITS	LS			93			93	5		100	25.00	2500	-93	2500
2165	SPECIAL STRUCTURES	LS									100	24.00	2400		2400
2170	PLACE CATCH BASINS	EA			299	55.0	5.44	299	16	0.290	366	75.00	27450	3825	1991
2175	PLACE MANHOLES	EA	1.0	280.55	280	3.0	195.57	586	31	10.333	57	270.00	15390	223	15390
2177	SLOPE PROTECTORS	EA									2	170.00	340		340
2178	ADJUST MANHOLES	EA									2	200.00	400		400
2179	RECONTRUCT MANHOLES	EA									5	675.00	3375		3375
2180	TRENCH BOXES FAB	LS									100	50.00	5000		5000
2181	RECONST.SPECIAL MANHO	EA									2	675.00	1350		1350
2182	ADJUST INLETS	EA									1	200.00	200		200
2195	PUMP STATION PRESS.LI	LF									100	7.00	700		700
2201	MOVE ON / OFF JOBSITE	LS									100	120.00	12000		12000
40	EQUIPMENT REPAIRS	LS			1327			4776	217		100	200.00	20000	-4776	20000
255	FILTER & GRAVEL-DRAIN	LS				145.2					100	48.40	4840	4840	4840
605	PROJECT MANAGER				238			2424	102					-2424	2424
600	MOCON CORP.-BACKCHARG	LS									100				
401	DALE DAVISON BACKCHAR							44	1					-44	44

	THIS WEEK	TO DATE	HOURS	ESTIMATED	TO DATE +/-	PROJECTED
412 TOTALS	7,244.65	44,383.35	2,160.00	429,675.00	34,363.28	333,802.60
GRAND TOTALS**	7,244.65	44,383.35	2,160.00	429,675.00	34,363.28	333,802.60

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L A B O R J O B C O S T R E P O R T

WEEK ENDING AUGUST 8, 1981

JB # : 412 JOB DESC: COLUMBIA RIVER BR.-S.E.POWELL JOB SUPT: W.LARSON/SUPV.CASE,HART,BINGHA ESTIMATOR: $800,000.00 C/A

summer cost

ASE		THIS WEEK			JOB TO DATE					ESTIMATED			TO DATE	PROJ
DEDESCRIPTION	UNIT TYPE	QUANT	U/C	COST	QUANT	U/C	COST	HOURS	MH/U	QUANT	U/C	COST	+/-	COST
03 PLACE 3" PERF PIPE	LF									3000	0.90	2700		2700
06 PLACE 6" PIPE	LF									40	9.00	360		360
07 8" CULVERT PIPE	LF				157.5					1760	4.00	7040	630	7040
08 PLACE 8"SEWER PIPE	LF									140	8.00	1120		1120
09 PLACE 8" PERF PIPE	LF	500.0	0.78	391	500.0	0.78	391	20	0.040	14500	2.00	29000	608	29000
12 PLACE 12"SEWER PIPE	LF	1389.0	3.84	5338	5785.0	4.11	23778	1191	0.205	18810	7.65	144050	20523	77316
13 PLACE 12" CULVERT PIP	LF									44	7.00	308		308
15 PLACE 15" SEWER PIPE	LF				255.0	9.92	2530	126	0.494	2530	6.00	15180	-1000	25107
16 PLACE 15" CULVERT PIP	LF									580	6.00	3480		3480
18 PLACE 18" SEWER PIPE	LF				170.5					2200	9.00	19800	1534	19800
19 PLACE 18" CULVERT PIP	LF									500	9.00	4500		4500
21 PLACE 21" SEWER PIPE	LF				72.5	15.89	1152	57	0.786	980	9.50	9310	-463	9310
24 PLACE 24" SEWER PIPE	LF									740	11.00	8140		8140
25 PLACE 25" CULVERT PIP	LF									170	10.00	1700		1700
30 PLACE 30" SEWER PIPE	LF				230.0	4.26	981	48	0.210	880	14.00	12320	2238	3754
36 PLACE 36" SEWER PIPE	LF									230	16.00	3680		3680
37 PLACE 36" CULVERT PIP	LF				586.0	3.95	2317	100	0.170	630	11.00	6930	4128	2491
60 PLACE 60" SEWER PIPE	LF									60	50.00	3000		3000
4 PIPE UNDER PAVEMENT	LF									140	20.00	2800		2800
05 EXCAV.PIPE TRENCH	CY									20850	2.00	41700		41700
0 GRAVEL BEDDING	CY									6	2.00	12		12
35 COMPACTION	LF									32000	0.50	16000		16000
50 BORING PITS	LS									100	25.00	2500		2500
5 SPECIAL STRUCTURES	LS									100	24.00	2400		2400
PLACE CATCH BASINS	EA	9.0			55.0					366	75.00	27450	4125	27450
PLACE MANHOLES	EA	2.0	153.08	306	2.0	153.08	306	16	8.000	57	270.00	15390	233	15390
7 SLOPE PROTECTORS	EA									2	170.00	340		340
3 ADJUST MANHOLES	EA									2	200.00	400		400
9 RECONTRUCT MANHOLES	EA									5	675.00	3375		3375
30 TRENCH BOXES FAB	LS									100	50.00	5000		5000
81 RECONST.SPECIAL MANHO	EA									2	675.00	1350		1350
2 ADJUST INLETS	EA									1	200.00	200		200
95 PUMP STATION PRESS.LI	LF									100	7.00	700		700
01 MOVE ON / OFF JOBSITE	LS									100	120.00	12000		12000
0 EQUIPMENT REPAIRS	LS			377			3449	154		100	200.00	20000	-3449	20000
55 FILTER & GRAVEL-DRAIN	LS	145.2			145.2					100	48.40	4840	4840	4840
05 PROJECT MANAGER				238			2186	92					-2186	2186
00 MOCON CORP.-BACKCHARG	LS									100				
01 DALE DAVISON BACKCHAR							44	1					-44	44

	THIS WEEK	TO DATE	HOURS	ESTIMATED	TO DATE +/-	PROJECTED
412 TOTALS	6,652.04	37,138.70	1,807.00	429,075.00	31,718.00	361,497.68

	THIS WEEK	TO DATE	HOURS	ESTIMATED	TO DATE +/-	PROJECTED
GRAND TOTALS***	6,652.04	37,138.70	1,807.00	429,075.00	31,718.00	361,497.68

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LABOR JOB COST REPORT

WEEK ENDING JULY 11, 1981

JOB # : 412 JOB DESC: COLUMBIA RIVER BR.-S.E.POWELL JOB SUPT: W.LARSON/SUPV.CASE,HART,BINGHA ESTIMATOR: $800,000.00 C/A

SUMMER COST

ASE	UNIT	THIS WEEK			JOB TO DATE					ESTIMATED			TO DATE	PROJ
DEDESCRIPTION	TYPE	QUANT	U/C	COST	QUANT	U/C	COST	HOURS	MH/U	QUANT	U/C	COST	+/-	COST
03 PLACE 3" PERF PIPE	LF									3000	0.90	2700		2700
06 PLACE 6" PIPE	LF									40	9.00	360		360
07 8" CULVERT PIPE	LF									1760	4.00	7040		7040
08 PLACE 8"SEWER PIPE	LF									140	8.00	1120		1120
09 PLACE 8" PERF PIPE	LF									14500	2.00	29000		29000
12 PLACE 12"SEWER PIPE	LF	746.0	4.04	3018	3340.0	2.82	9429	486	0.145	18810	7.65	144050	16149	53102
13 PLACE 12" CULVERT PIP	LF									44	7.00	308		308
15 PLACE 15" SEWER PIPE	LF									2530	6.00	15180		15180
16 PLACE 15" CULVERT PIP	LF									580	6.00	3480		3480
18 PLACE 18" SEWER PIPE	LF									2200	9.00	19800		19800
19 PLACE 18" CULVERT PIP	LF									500	9.00	4500		4500
21 PLACE 21" SEWER PIPE	LF									980	9.50	9310		9310
24 PLACE 24" SEWER PIPE	LF									740	11.00	8140		8140
25 PLACE 25" CULVERT PIP	LF									170	10.00	1700		1700
30 PLACE 30" SEWER PIPE	LF									880	14.00	12320		12320
36 PLACE 36" SEWER PIPE	LF									230	16.00	3680		3680
37 PLACE 36" CULVERT PIP	LF	586.0	3.63	2128	586.0	3.63	2128	91	0.156	630	11.00	6930	4317	2288
0 PLACE 60" SEWER PIPE	LF									60	50.00	3000		3000
4 PIPE UNDER PAVEMENT	LF									140	20.00	2800		2800
05 EXCAV.PIPE TRENCH	CY									20850	2.00	41700		41700
20 GRAVEL BEDDING	CY									6	2.00	12		12
35 COMPACTION	LF									32000	0.50	16000		16000
0 BORING PITS	LS									100	25.00	2500		2500
5 SPECIAL STRUCTURES	LS									100	24.00	2400		2400
0 PLACE CATCH BASINS	EA	22.0			30.0					366	75.00	27450	2250	27450
5 PLACE MANHOLES	EA									57	270.00	15390		15390
SLOPE PROTECTORS	EA									2	170.00	340		340
ADJUST MANHOLES	EA									2	200.00	400		400
RECONTRUCT MANHOLES	EA									5	675.00	3375		3375
0 TRENCH BOXES FAB	LS									100	50.00	5000		5000
51 RECONST.SPECIAL MANHO	EA									2	675.00	1350		1350
2 ADJUST INLETS	EA									1	200.00	200		200
95 PUMP STATION PRESS.LI	LF									100	7.00	700		700
01 MOVE ON / OFF JOBSITE	LS									100	120.00	12000		12000
EQUIPMENT REPAIRS	LS			611			1561	72		100	200.00	20000	-1561	20000
5 FILTER & GRAVEL-DRAIN	LS									100	48.40	4840		4840
5 PROJECT MANAGER				189			1234	52					-1234	1234
MOCON CORP.-BACKCHARG	LS									100				

	THIS WEEK	TO DATE	HOURS	ESTIMATED	TO DATE +/-	PROJECTED
412 TOTALS	5,948.05	14,354.63	701.50	429,075.00	19,919.62	334,721.11

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LABOR JOB COST REPORT

WEEK ENDING JULY 4, 1981

JOB # : 412 JOB DESC: COLUMBIA RIVER BR.-S.E.POWELL JOB SUPT: W.LARSON/SUPV.CASE,HART,BINGHA ESTIMATOR: $800,000.00 C/A

SUMMER COST

DESCRIPTION	UNIT TYPE	THIS WEEK QUANT	THIS WEEK U/C	THIS WEEK COST	JOB TO DATE QUANT	JOB TO DATE U/C	JOB TO DATE COST	HOURS	MH/U	ESTIMATED QUANT	ESTIMATED U/C	ESTIMATED COST	TO DATE +/-	PROJ COST
PLACE 3" PERF PIPE	LF									3000	0.90	2700		2700
PLACE 6" PIPE	LF									40	9.00	360		360
6" CULVERT PIPE	LF									1760	4.00	7040		7040
PLACE 8" SEWER PIPE	LF									140	8.00	1120		1120
PLACE 8" PERF PIPE	LF									14500	2.00	29000		29000
PLACE 12" SEWER PIPE	LF	2594.0	0.88	2291	2594.0	2.47	6410	333	0.128	18810	7.65	144050	13454	46487
PLACE 12" CULVERT PIP	LF									44	7.00	308		308
PLACE 15" SEWER PIPE	LF									2530	6.00	15180		15180
PLACE 15" CULVERT PIP	LF									580	6.00	3480		3480
PLACE 18" SEWER PIPE	LF									2200	9.00	19800		19800
9 PLACE 18" CULVERT PIP	LF									500	9.00	4500		4500
PLACE 21" SEWER PIPE	LF									980	9.50	5310		5310
PLACE 24" SEWER PIPE	LF									740	11.00	8140		8140
PLACE 25" CULVERT PIP	LF									170	10.00	1700		1700
PLACE 30" SEWER PIPE	LF									880	14.00	12320		12320
PLACE 36" SEWER PIPE	LF									230	16.00	3680		3680
PLACE 36" CULVERT PIP	LF									630	11.00	6930		6930
PLACE 60" SEWER PIPE	LF									60	50.00	3000		3000
PIPE UNDER PAVEMENT	LF									140	20.00	2800		2800
EXCAV.PIPE TRENCH	CY									20850	2.00	41700		41700
GRAVEL BEDDING	CY									6	2.00	12		12
COMPACTION	LF									32000	0.50	16000		16000
BORING PITS	LS									100	25.00	2500		2500
SPECIAL STRUCTURES	LS									100	24.00	2400		2400
PLACE CATCH BASINS	EA	8.0			8.0					366	75.00	27450	600	27450
PLACE MANHOLES	EA									57	270.00	15390		15390
SLOPE PROTECTORS	EA									2	170.00	340		340
[illegible] ST MANHOLES	EA									2	200.00	400		400
[illegible] MANHOLES	EA									5	675.00	3375		3375
TRENCH BOXES FAB	LS									100	50.00	5000		5000
RECONST.SPECIAL MANHO	EA									2	675.00	1350		1350
ADJUST INLETS	EA									1	200.00	200		200
PUMP STATION PRESS.LI	LF									100	7.00	700		700
MOVE ON / OFF JOBSITE	LS									100	120.00	12000		12000
EQUIPMENT REPAIRS	LS			548			950	45		100	200.00	20000	-950	20000
FILTER & GRAVEL-DRAIN	LS									100	48.40	4840		4840
PROJECT MANAGER				236			1045	44					-1045	1045
[illegible] CORP.-[illegible]	LS									100				

	THIS WEEK	TO DATE	HOURS	ESTIMATED	TO DATE +/-	PROJECTED
TOTALS	3,077.36	8,406.88	422.00	415,475.00	12,055.28	332,555.38

	THIS WEEK	TO DATE	HOURS	ESTIMATED	TO DATE +/-	PROJECTED
TOTALS***	3,077.36	8,406.88	422.00	415,475.00	12,055.28	332,555.38

Hauling of select [illegible]
for backfill of trenches at Airport
Way, material to come from Banfield
Ramp area

EXHIBIT C

PRICING 2-2-82

TC PROD	ITEM	QUANTITY	UNIT	~~XXXXX~~	UNIT	EQUIP OR SUB.	UNIT	LABOR	TOTAL
				Operationsl Costs					
	Load select material with	16 HR	15.35	245.	42.25	676.	25.00	400.	1,321
	AC 645 wheel loader, incl.								
	moving ea. way 15 hr. Load Time								
	1 hr move time								
	Haul select material with	30 HR			32.00	960.			960
	10 wheel dump trucks								
	900 CY / 10 CY = 90 loads			245.		1,636.		400.	2,281
	3 loads per hour per truck								
	= 30 hours 2 Trucks x 15hrs.								
	Overhead & Fee on Labor	400					20%	80	80
	" " "Equipment	1,636			15%	245.	-		245
	" " "Operation	245	15%	36.					36
									2,642
	Total cost / "PAY TRENCH	2,642./	600 CY = $4.40CY						
	QUANTITY"								

[illegible]
and Backfill Inlets on Northbound and
Southbound Lanes During Winter Months

XHIBIT D

PRICING 2-2-82

SEC/PROD	ITEM	QUANTITY	UNIT	XXXXXX	UNIT	EQUIP. OR SUB	UNIT	LABOR	TOTAL
				OPERATING					
	Labor for Excavation & Backfill	1 HR					25.00	25 00	25
	Backhoe Rental - Case 580C	1 HR	4.00	400	9.00	9 00			13
	Labor for Concrete Work	SUB				25 00			25
									65
	Overhead & Fee on Labor	25 00					20%		5
	" " " Equipment	13 00					15%		1
	" " " Sub	25 00					10%		2
								TOTAL:	74
	SUMMARY								
	Inlets to Complete	1500 EA	@	74.45/EA =					11,16

MOCCON

EXTENDED BY.

CHECKED BY

Box Culvert

EXHIBIT E

PRICING 2-2-82

COD	ITEM	QUANTITY	UNIT	~~XXXXXX~~	UNIT	EQUIP OR SUB	UNIT	LABOR	TOTAL
				Operational Cost					
	Hydraulic Excavator BE 350-H	56 HR	31.90	1,786.	113.50	6,356.	25.00	1,400.	9,542
	Oiler/Grade checker	56 HR					25.00	1,400.	1,400
	Tractor Cat D6C	56 HR	12.20	683.	31.87	1,784.	25.00	1,400.	3,867
				2,469.		8,140.		4,200.	14,809
	Overhead & Fee on Labor	4,200.					20%	840.	840
	" " " Equipment	8,140.			15%	1,221.			1,221
	" " " Operational	2,469.	15%	370.					370
									$17,240

Original estimated crew workdays assuming summer conditions = 5 working days

Estimated crew days based on winter conditions = 12 work days

Additional work days for crew = 7 each.

EXTENDED BY

EXHIBIT "F"

EXCAVATION AND GRADING

Cost impact on excavation & grading operations derives from the necessity to complete substantial amounts of grading work prior to June 1, in order to provide suitable subgrade for subsequent CTB placement.

This schedule necessitates the following activities:

Begin exc of Banfield I-C:WN & SBE to backfill busline walls.

Complete exc all Banfield I-C ramps when embankment area is available. (Assumed to be 5-15-82, or OSHD to absorb costs of stockpiling and subsequent embankment.)

Aerate and fine grade Ln 205-160.

Excavate and fine grade Ln & Ls 160-125 including SAW, NA & bikepath

Complete WBS and NE lines

Fine grade Ln & Ls at jail area

Complete Columbia Blvd., CN & 2 culdesacs using city streets for hauls.

These activities will incur additional costs as follows:

1. Early aeration of Ln 160-205
2. Premium time expense at:
    - Ln North of Columbia Slough
    - Ln fine grading Ln 160? 100-205
    - Ln & SAW Fine grading 125-155
    - Hanclock ramps & slopes

EXHIBIT "F"
(con't)

EXCAVATION AND GRADING

3. Mobilization expenses for Columbia Blvd., Sandy Blvd., and CN ramps. Also for two culdesacs.
4. Long haul required for surplus materials at Columbia Blvd., Sandy Blvd., CN ramps and culdesacs.
5. Inefficiency of performance on Banfield ramps done in April and May. Also machine inefficiency of other grading work forced during May and June.
6. Standby expense due to inclement weather.

SUMMARY

Aeration	$ 8,200
Premium time	45,120
Mob-demob expense	6,000
Long haul expense	6,190
Inefficiency	41,522
Standby	7,080
Overhead & Fee 15%	17,117
	$131,229

EXHIBIT "F"
(con't)

EXCAVATION AND GRADING

1. Aeration costs Ln 160-205

Crew	FM	$30 Forman	
	140G	70	
	LGP tractor	80	
	Laborer	25	$205.00

Time required 40 hrs @ $205.00 = $8200.00

2. Premium Time Computations

1. Activity Exc Ln (N of Columbia Slough) Stn. 125-205
Estimated Quantity 20,000 cy

Crew FM
Grade Checker
8 - BD
Blade
Stake Hop
D9H
D3
Loader
Water Truck 16 operators

Premium time required 50 hours
Cost ~~900~~ 800 man hrs @ $9.60 = ~~8640.00~~ 7680.00

2. Activity Fine grading Ln 160-205

Crew FM
Grade Checker - 3
Blade - 2
Roller - 2
Water Truck (1)
623 Scraper (1)
1 Team
5 H&P
10 operators

Time required 60 hours
Cost 600 man hours @ $9.60 = 5760.00

3. Activity Fine grading Ls & Ln 125 to 155
(including SAW, NA, SA and F)

(5 H&P.
1 Teams)

Crew Same as activity #2
Time required 180 hrs
Cost 1800 man hours @ $9.60 = 17,280

EXHIBIT "F"
(con't)

EXCAVATION AND GRADING

4. Activity Fine grading Hancock ramps and slopes

?

Crew FM
Grade Checker - 3
Blade - 2
Roller /
Water Truck 1
623 Scraper /
LGP dozer 1

9 HIP
3 Teamsters

10 operators

Time required 140 hours
Cost 1400 man hrs @ $.60 = 9.60 13,440

3. Mobilization expenses for Sandy, Columbia on CN ramps

Equipment to be used; and cost per move			cost Referance Guide	
Cat 235 excavator	750 ✓		$1,000.00	780
Cat D-3	200 ✓		~~245~~	230
Motor grader	0			
Compactor	200 ✓		~~245~~	230
977 Loader	350	1,500	~~$932.00~~	720

Number of additional moves required:
four each @ 1,500 = 6,000

4. Long Haul required for surplus materials at Sandy, Columbia and CN ramps

Cost per load: 15.4 min ÷ 60 x 38 = 9.75 per load
Cost per cy : $9.75 ÷ 9 pay cy per load
Amount of surplus at these lines = 5,731 cy
Total cost: 5,731 cy = $1.08 = 6,190

5. Inefficiency Computations

1. Activity Excavate Banfield ramps and slopes
(WN, NE, SBE and WBS)
Estimated quantity 81,029 cy
Value of work $162,058
Efficiency loss @ 20% = 32,412

EXHIBIT "F"
(con't)

EXCAVATION AND GRADING

5. Inefficiency Computations (con't)

2. Activity Excavation & grading Ls & Ln, SAW, NA & bikeway
Estimated quantity: 45,550 cy
Value of Work 45,550 cy @ 2.00/cy = $91,100
(op?) Machinery content @ 50% = 45,550
Efficiency loss @ 20% = 9,110

6. Standby expense - inclement weather

Crew
FM
2 Grade Checkers
2 Loader operators
4 Truck drivers
1 Roller operator
3 Dozer operators
2 Blade operators
1 Water truck driver

15 men @ 2 hour penalty
1 FM @ 8 hour penalty

Cost: 38 man hours @ $23.30 = $885 per day
Estimated time lost to inclement weather: 8 days
Cost: 8 days @ $885 per day = 7,080

Operating Engineers

Group 12 Labor Costs Zone A

Prepared January 13,

Status	Basic Rate	+ Vacation	= Gross Wage Rate	× Payroll tax Percentage	= Payroll tax	+ Wage Rate	+ Union Benefits	+ Extra SAIF	= Totals Hourly Costs	Rounded off
Straight Time	1523	1.–	1623	.25654	4.136442	1523	392	.010625	23.297067	2330
Over Time	2285	1–	2385	,25654	6.118479	2285	392	.010625	32.899104	3290

H&W
Pension
Vacation
Training
CIAF
Fed Unemplo
State Unemp
FICA Employ
Insurance
SAIF
Tri Met

Totals

Operating Engineers

oup 12 Labor Costs Zone A

Prepared January 13, 1982

Base Rate	+ Vacation	= Gross Wage Rate	× Payroll tax Percentage	= Payroll tax	+ Wage Rate	+ Union Benefits	+ Extra SAIF	= Total Hourly Costs	Rounded off	Fringe Benefits	Payroll taxes
1523	1-	1623	.25654	4.136442	1523	392	.010625	23.297067	2330		
2285	1-	2385	.25654	6.118479	2285	392	.010625	32.899104	3290		

H&W	130	
Pension	147	
Vacation	1-	
Training	10	
CIAF	05	
Fed Unemployment		.0070
State Unemployment		.0360
FICA Employer		.0670
Insurance		.0223
SAIF		.1182
Tri Met		.0060
Totals	392	.2565

EXHIBIT "H"

CTB PLACEMENT

The impact on the cost of CTB placement is due to several factors as follows:

1. Disruption of the sequence established by grading and CTB activities in 1981.
2. The necessity to place CTB in a discontinuous pattern due to varied completion dates and problems of access.
3. The probability of lost time and startup & standby costs incurred in the event of inclement weather. See Exhibit "J".
4. Inefficiencies incurred by working on marginal days i.e. with respect to weather, access road conditions, etc.
5. Premium time expenses incurred on workable days when used to make up for actual or anticipated lost days due to weather.
6. The cost of repairs in areas covered in marginal weather which subsequently are not up to specification.
7. Longer and more circuitous hauls necessitated by limited access and discontinuous placement sequence. See Exhibit "I".
8. Demobilization, relocation and startup costs throughout the job.
9. Risk of penalty for failure to meet more restrictive time limits due to several causes.

EXHIBIT "H"

CTB PLACEMENT

The enclosed supporting data will substantiate many of these cost impacts. Some are impossible to quantify and reasonable estimates are submitted. Some cannot reasonably be identified as to costs, and will be accepted as risk.

The bases of costs are presented as follows:

Sequence of activities

planned vs OSHD proposed

Production impact

Cost differential

Premium time expense

Cost of repaired work

Attached Exhibits "I" & "J" will demonstrate the added costs of:

Road Haul expense

Standby expense

EXHIBIT "H"

CTB PLACEMENT

Accelerated Sequence of Work

May	SS Line-ramp at Sandy Blvd.
	Columbia I-C ramps (4)
June	Complete Ln & Ls in Maywood Park area (205-245)
	SAW ramp 140-155.
	Ln 205-160
July	Banfield ramps (2) (WN & SBE)
	Ln 125-155
	Ls 125-155
August	Banfield ramps (2) (NE & WBS)
	Ls Jail area
	Ln " "

Normal Sequence of Work

MidJuly	Complete work South of Banfield
	Complete Ls Jail area
	" Ln " "
	Banfield ramps (4)
	Complete Ls & Ln - Maywood Park area
	S-S line - ramp @ Sandy Blvd.
August	Columbia I-C ramps (4)
	Ln 205 - 160
	SAW line
	Ln 155 - 125
	Ls 125 - 155

CTB PRODUCTION IMPACT

1981 Production record in the affected area (i.e. within 6400 feet of the existing entrance to the job at the EWS ramp.

20,622.35 tons ÷ 6 days = 3437 tons/day

(during period October 19-27)

No ramps were paved in affected area; however, production on ramps at the southend varied in the 2000-2500 tpd range. Considering the lesser tonnage in ramps, a projected production rate is:

75% tonnage @ 3437 = 2578

25% 2250 - 562 3140 tpd.

1982 projected production rates must be estimated using the following guidelines:

1. Daily production will not likely exceed 3000 tpd on the best days due to only two of the runs total that quantity. Time lost to start up in a different area would preclude continuing in a second location on a given day.
2. The broken-up pattern will necessitate moves after very short runs and result is a higher number of short-tonnage days.
3. Late starts or rain outs will result in short-tonnage days.

In summary a daily average tonnage estimate of 1900 is made. Attached daily cost summaries will establish the cost per ton of CTB placement at the two levels of production.

C DIFFERENTIAL DUE TO REDUCED P UCTION

Total daily cost of operation, excluding rock and cement, for a production run of approximately 3400 tons: $15,656.

Derived unit cost of placement is:

$15,656 ÷ 3,400 = $4.60 per ton.

Projected daily cost of operation, excluding rock and cement for production runs averaging 1900 tons: $13,244.

Derived unit cost as a projection of 1982 costs: $13,244 ÷ 1900 = 6.97

Unit cost differential $6.97 - $4.60 = 2.37

Total cost differential, based on quantity remaining of 66,000 tons

66,000 tons x 2.37 per ton = $156,420.

EXHIBIT "I"

ROAD HAUL EXPENSE

Additional road haul expense derives from loss of access to the project via EWS and NEW ramps, after proposed completion dates. Assumes concrete paving activities will be in progress on the completed CTB grade.

Road haul is proposed as follows:

To South end:

East on Killingsworth, Columbia & Sandy Blvd. to NE 102nd, South on 102nd to NE Multnomah Steeet, West on Multnomah to Halsey Structure.

To North end:

East on Killingsworth, Columbia & Sandy Blvd. to NE 105th, north on 105 to NE Holman, east on Holman to NE 112th St., north on 112th St. to Marine Drive.

Average of several trips over these routes was 13.5 minutes.

Average time required to travel from pugmill to EWS ramp, then on So to Halsey structure LS 300, or similarly to north to Marine Drive was 5.8 minutes.

Additional time required to travel via city streets 7.7 minutes.

Additional hauling time, each cycle: loaded 7.7 min.
empty 7.7 min.
15.4 minutes

Cost of extra travel, per cycle 15.4 min. + 60 x $51.00/hour = $13.09 per cycle.

Cost per ton, average cycle, assumes 22.5 tons per load.

$13.09 + 22.5 = $0.58 per ton

Total Cost of Road Haul

Tonnage	Destination
15,000	So. of Banfield I-C

EXHIBIT "I"

ROAD HAUL EXPENSE

18,000	Banfield ramps & LsLn
12,000	LsLn 125-155
45,000 tons	

Cost 45,000 tons @ $0.58 per ton = $26,100

EXHIBIT "J"

COST OF STANDBY

Inclement weather shutdowns necessitate payment of supervision, show-up penalty for crew, and standby equipment expense.

The summary of daily standby expense is attached and totals $5232 per day.

Climatological data has been analyzed to project a loss, due to rain, of 16 work days during the period required for early completion.

Cost of standby:

$5232 per day x 16 - $83,712

Last ½ May 4 da
June 4 da
July 3 da
11 da our Est @ 2-15-87
(Normal for any 2 const months)

Inclement Weather Shutdown

		Hourly cost	EQUIPMENT	LABOR	ext	
EQUIPMENT						
Pug Mill	8hr	51^{13}	409			
Whl Ldr - 980B	8	51^{50}	412			
Trimmer CMI 28'	8	137^{75}	1102			
Roller RexSP848	8	31^{37}	251			
Roller CA25D	8	38^{75}	310			
Blade - 14G	8	63^{-}	504			
Whl Ldr	8	49	392		3380	
Mech. Trk			-0-			
Water Trk			-0-			
LABOR						
Foreman	8	24^{40}		195		
Dumpman	2	23^{30}		47		
Blademan	2	23^{30}		47		
Trimmer Oprs (2)	4	23^{30}		93		
Stringmen (2)	4	23^{30}		93		
Roller Oprs (2)	4	23^{30}		93		
Pug Mill Oprs (2)	4	23^{30}		93	661	
Trucks						
Belly Dumps 6 ea @	2 hrs		40		480	4521
Overhead + Fee						
Equip			15%		507	
Labor				10%	132	
Trucking			15%		72	711
						5232

CTB placement costs

daily production = 1900 ton

	hours	operating cost	equipment	$/T	ext	
Equipment						
Pugmill	10hr	7^{00}	51^{13}	58^{13}	581	
Whl Ldr - 980B	10hr	24^{75}	51^{50}	76^{25}	763	
Trimmer CMI 200	10	25^{55}	137^{75}	163^{30}	1633	
Roller Ray SP848	10	7^{55}	31^{37}	38^{12}	389	
Roller CA25D	10	10^{26}	38^{75}	49	490	
Blade 14G	10	18^{30}	63	81^{30}	813	
Whl. Ldr. - 966	10	17^{35}	49	68^{35}	684	5353
LABOR						
Foreman	11 12hr			24^{40}	293	
Dumpman	10			23^{30}	233	
Blademan	10			23^{30}	233	
Trimmer Opr (2)	20			23^{30}	466	
Stringmen (2)	20			23^{30}	466	
Roller Opr (2)	22			23^{30}	513	
Pugmill opr	11			24^{40}	268	
Ldr. Opr (P.M.)	10			23^{30}	233	
Premium Time	28	½		9^{60}	269	2974
Trucking 18 cy. Belly dumps: 6 ea	10 hr			51^{00}	3060	3060
						11.387
Overhead + Fee						
Equipment			15%		803	
Labor				20%	595	
Trucking			15%		459	1851
						13244

9277

NOTED
E. S. [illegible]

ROW 18-4

March 24, 1982

RECEIVED
TECHNICAL SERVICES
MAR 25 '82
REFER TO
FOR
Info Invs R/D D/A Sign Act File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Operation Programming Engineer

SUBJECT: Cost Overrun
Fire Hydrant Installation
Powell Valley Road Water District
Freeway Fire Protection
Columbia River Bridge-SE Powell Blvd. Sec.
East Portland Freeway
Multnomah County
Project No. I-205-7(79)308

Reference is made to my letter of April 8, 1981 which submitted Powell Valley Road Water District's estimate of cost for the installation of fire hydrants to provide fire protection for the East Portland Freeway and to your Letter of Approval and/or Authorization (PR-1240) dated April 14, 1981 which authorized the District to proceed with the installation of the fire hydrants. Copies of my letter and your PR-1240 are attached for your information.

A final billing in the amount of $3,990.22 has been received from Powell Valley Road Water District for installing the two fire hydrants. The District's billing has been audited by our Highway Accounting Section resulting in a net installation cost of $3,804.42. The approved estimated cost of installation was $2,583.30. The actual cost of installation overran the estimated cost by $1,221.06 or 47.3%.

A cost breakdown of the project overruns has been prepared and is attached for your information. In general, the job costs were underestimated. In particular, some materials were not included in the original estimate that were required in the actual installation of the fire hydrants.

It is the State's opinion that the fire hydrant installation costs are just and the District is due the adjusted final installation cost of $3,804.42. Your approval and participation in the final cost of $3,804.42 is requested.

JMC/DES/llr
Attachment

bc: E. S. Hunter ✓
Jack M. Cartwright
Gary Kennen
Rich Evans

9277

CL-82-44

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAR 15 1982
NORMA PAULUS
SECRETARY OF STATE

March 12, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9277

Cummings Transfer Co.
P. O. Box 826
Albany, OR 97321

Attention: Robert Eisenhauer

FILED
MAR 15 1982
NORMA PAULUS
SECRETARY OF STATE

Gentlemen or Ladies:

This acknowledges your letter of February 26, 1982, in which you state that Babler Bros., Inc. owes you for materials in the amount of $8,738.

The claim states this is in reference to the Mocon Corporation Contract No. 9277 for work on the Columbia River Bridge-S.E. Powell Boulevard Section of the East Portland Freeway in Multnomah County.

The American Insurance Company furnished the bond on this contract. We will advise the surety, agent and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

FKN:dmc

cc: Mocon Corporation
3276 Commercial St., S.E.
Salem, OR 97302

A. G. Sadowski
1605 Liberty St., S.E.
Salem, OR 97302

The American Insurance Company
Attn: Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

RECEIVED
MAR 16 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

H

4-1-82 dmc

CUMMINGS TRANSFER CO.
740 29th Avenue S.W. • P. O. Box 826 • Albany, Oregon 97321
Telephone (503) 928-3385

February 26, 1982

Mr. Robert Gormsen
Office of Commission Services
Room 121 Transportation Building
Salem, Oregon 97310

SUBJECT: OSHD Contract #9277

Gentlemen:

Cummings Transfer Co., would like to go on record with the State of Oregon that we have not received our payment for materials that we supplied to Babler Bros., Inc., at the Mocon Corp., OSHD job #9277, on I-205 freeway in Portland.

There were two truck and trailer loads of diesel fuel that were delivered to Babler Bros., Inc. on the following dates:

September 01, 1981 in the amount of $7,946.25
September 17, 1981 in the amount of $7,946.25

We received a payment for $7,154.50 - leaving a balance due of $8,738.00.

The Bonding Company for this job is : American Insurance Co.
Room #900
121 SW Salmon Street
Portland OR 97204

Very truly your,

CUMMINGS TRANSFER CO.

Robert E. Eisenhauer

Robert Eisenhauer

maj

RECEIVED
FEB 26 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MOCON CORPORATION

RECEIVED
JAN 14 1982
CONSTRUCTION BRANCH
ASHE CAE POE QCE SCS EEO
OM CA LE TC FE CP

January 13, 1982

Mr. Rob Cameron
Oregon State Highway Division
3700 S. E. 92nd Avenue
Portland, OR 97266

Project: Columbia River Bridge - S.E. Powell Blvd.
East Portland Freeway
Contract #9277

Dear Mr. Cameron:

Your request for proposal for an early completion date for the section from Columbia Slough to station 240+00 at the north side of the Banfield ramp area of July 1, 1982, and completion of the Banfield ramps area by July 15, 1982, has been reviewed in detail.

In substance, this accellerated schedule and change in sequence of work areas to be completed will result in additional cost in the pipe work, inlets, excavation and grading, C.T.B. and other incidental items of work.

The following is a list of conditions and assumptions which our proposal is based:

1. All work on the mainlines from Columbia Slough to the south channel bridge will be completed concurrently with the work from the Columbia Slough to the Banfield ramp area due to the necessity of using the early completion area at the Columbia Boulevard interchange as our access to the north end of the project. We are anticipating that the concrete paving contract will cut off our access from Columbia Boulevard to the mainlines on/or before July 10, 1982. All hauling of C.T.B. from that point in time will be road haul.

2. All underground pipe work, manholes and inlets on the mainline from the south channel bridge to Columbia Boulevard will be completed prior to May 1, 1982. All underground pipe work, manholes and inlets located in the Banfield ramp area will be completed during the period of May 17 to June 7, 1982. All this

P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

work will be completed during these winter months, which will result in additional costs, rather than completing this work in early spring as originally scheduled.

3. Excavation at the Banfield ramp area will start on April 26, 1982. Initial work will be to backfill the BUS line walls and then to stockpile the remainder of the excavated material near the jail site. This excavation needs to be completed during this time period so that the underground pipe installation and inlet construction has a minimum of three weeks time to install their work. Backfill from stockpile to the embankment area at the jail site to be on force account. Jail embankment area to be available by May 15, 1982, and conditions are to be acceptable for embankment construction.

4. Northbound lane from Columbia Slough to Sandy Boulevard needs to be sufficiently dry to permit hauling through and fine grading subgrade by June 1, 1982.

5. Willamette Western to vacate their form materials from the north ramp to the south channel bridge by January 25, 1982, complete backfilling of the south channel bridge abuttment by February 15, 1982, remove all of their miscellaneous steel sheets, miscellaneous steel beams and general junk from the southbound lane by February 15, 1982, and completely vacate the area by May 1, 1982.

6. All underground to be completed from the south channel bridge to the Banfield ramps, with the exception of Airport Way by May 15, 1982.

7. Grading, drainage, subgrade preparation, and flagging on Columbia Boulevard to be on force account because of the non-accessability from the mainline work area.

8. Roadhaul of C.T.B. to be paid extra and associated flagging to be paid on force account.

9. Roadhaul of miscellaneous surplus material from fine grading areas north of Columbia Slough after June 5, 1982.

10. Backfilling of box culvert to proceed immediately with materials and present condition so that sewer construction can be completed.

11. Extend completion date of work south of the Banfield Freeway to August 19, 1982.

Attached are Exhibits A, which is our increased cost covering underground work and inlets, Exhibit B, which covers excavation and grading and Exhibit C, which covers Cement Treated Base costs. These costs reflect our actual costs and do not include the Contractors Overhead and Fee. These costs are to be increased the amount allowed for in the Contract for the Contractors Overhead and Fee. We appreciate an early decision on this axcelleration of work so that we may proceed accordingly.

Sincerely,

MOCON CORPORATION

COPY

Robert D. Morrow, Jr.
President

RDM:kin

Enclosure

MOCON CORPORATION
P. O. Box 3258
SALEM, OREGON 97302
(503) 399-1470

JOB COLUMBIA RIVER BR. - SE POWELL

~~SHEET NO.~~ CONTRACT 9277 OF

CALCULATED BY DATE 1-11-82

CHECKED BY DATE

SCALE

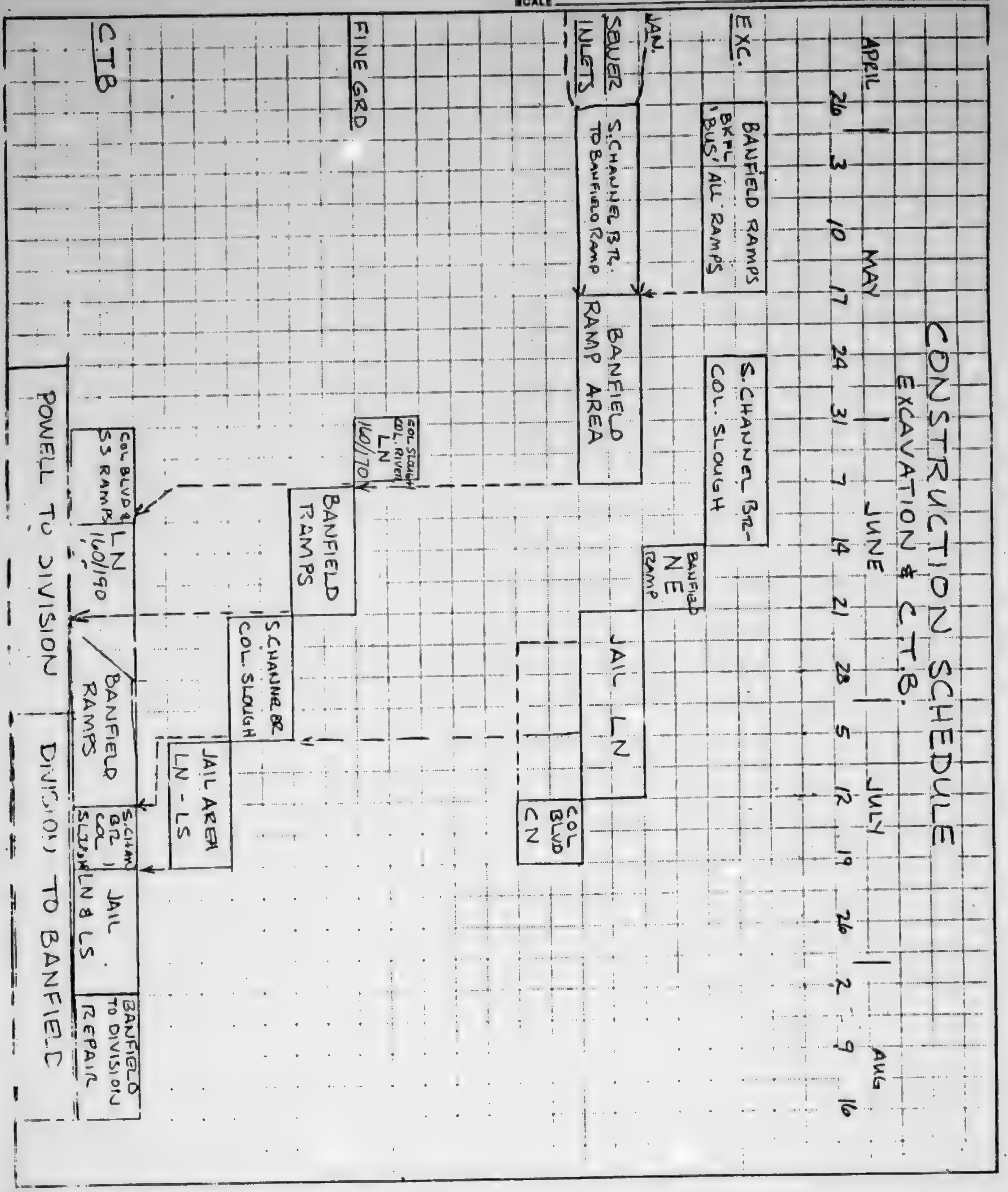


EXHIBIT A
UNDERGROUND PIPE, MANHOLES AND INLETS

1. Additional cost for sewer work on the mainlines from the south channel bridge to Columbia Boulevard

   3,273 LF @ $3.15/LF = $10,310.00

2. Additional cost for installing sewers in the Banfield ramp area.

   3,450 LF @ $3.15/LF = $10,868.00

3. Extra for hauling of select material and disposing of unsuitable material on Airport Way.

   Pay trench excavation quantity plus $4.20/C.Y.

4. Additional cost to excavate, construct and backfill inlets on the northbound and southbound lanes during winter months until June 7, 1982.

   Additional cost per inlet for excavation and backfill $28.00 each

   Additonal cost per inlet for concrete labor $24.00 each

   TOTAL ADDITIONAL COST PER INLET = $52.00 each

EXHIBIT B

EXCAVATION AND GRADING

Aeration costs Ln 160 - 205

Crew	FM	$ 30	
	140G	70	
	LGP tractor	80	
	Laborer	25	$205.00

Time required 40 hrs @ $205.00 =	$8200.00

Premium Time Computations

1. Activity Exc Ln (N of Columbia Slough) Stn. 125-205
Estimated Quantity 20,000 cy
Crew
FM
Grade Checker
8 - BD
Blade
D9H
Loader
Water Truck 14 operators

Time required 60 hours		
Cost	840 man hrs @ $9.60 =	8064.00

2. Activity Fine grading Ln 160-205
Crew
FM
Grade Checker - 3
Blade - 2
Roller - 2
Water Truck
623 Scraper 10

Time required 60 hours		
Cost	600 man hours @ $9.60 =	5760.00

3. Activity Fine grading Ln 125 to 155 (including SAW)
Crew Same as activity #2
Time required 180 hrs
Cost 1800 man hours @ $9.60 = 17,280

4. Activity Fine grading Hancock ramps and slopes
Crew
FM
Grade Checker - 3
Blade - 2
Roller
Water Truck
623 Scraper
LGP dozer 10 operators

Time required 140 hours
Cost 1400 man hours @ $9.60 = 13,440

Inefficiency Computation

1. Activity Excavate Banfield ramps and slopes
(WN, NE, SBE and WBS)
Estimated quantity 81,029 cy
Value of work 162,058
Labor content $ 48,000
Efficiency loss @ 20% = 9,600

SUMMARY

Aeration Costs	$ 8,200
Premium Time Computations	
1.	8,064
2.	5,760
3.	17,280
4.	13,440
Inefficiency Computation	9,600
Sub-total	54,144
Overhead and Profit 15% of Increased Cost	8,122
Amount of Proposal	$ 62,266

1/13/82

EXHIBIT "C"

CEMENT TREATED BASE

Additional Costs Incurred by Reduced Production	$1,81/ton
Additional Cost Incurred from Premium Time Work	0.84/ton
Additional Overhead and Profit	0.22/ton
Total Additional Cost	$2.87/ton

I-205 RECAP.
" C.T.B. 90,000 TONS.

Prepared By CK 1/15/80
Approved By

WORK AREA		BBI RENT	OUTSIDE RENT	LABOR	F.O.G.	REPAIRS
#1 -	9000 T	14540	—	16920 -	5650 -	2650 -
#2	14000 T	20200 -	—	24480 -	18450 -	3350 -
#3.	15000 T	22250 -	—	27065 -	9700 -	3550 -
#4	20000 T	24260 -	—	30992	9700 -	3550 -
#5	17000 T	31200 -	—	35305 -	11525 -	4850 -
#6	15000 T	37500 -	—	40780 -	13750 -	5800 -
TOTALS	90000 T.	149950 -	—	175542 -	68375 -	23150 -
WEATHER - DAYS						
#1	2			6800 -	2300 -	
#2	2			8200 -	6200 -	
#3	5			11700 -	4200 -	
#4	3			13400 -	4200 -	
#5	3			13400 -	4200 -	
#6	3			15300 -	5300 -	
TOTALS.	16			68800 -	26400 -	
GRAND TOTAL		149950 -	—	244342 -	95375 -	23750 -

Date 1/12/60

	6	7	8	9	10	11
AIRS	MOVE	MATERIAL		TOTAL		UNIT.
50 -	2700 -	5800 -		42260 -		$5^{\underline{36}}$
50 -	—	8880 -		75360 -		$5^{\underline{38}}$
50 -	—	9500 -		72065 -		$4^{\underline{80}}$
50 -	—	12600 -		81102 -		$4^{\underline{05}}$
50 -	—	10800 -		93680 -		$5^{\underline{51}}$
00 -	—	9400 -		137430 -		$7^{\underline{16}}$
150 -	2700 -	56380 -		477897 -	→	$5^{\underline{31}}$
				95200 -	→	$1^{\underline{06}}$
150 -	2700 -	56980 -		573097 -	→	$6^{\underline{37}}$

9277 1-4-82 P.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(13)300
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. I-543

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/4/82
8. FEDERAL ROUTE NUMBER Interstate 205
9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
Clackamas River - Washington State Line

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment (Columbia River Br - SE Powell Blvd. Sec)

13. REMARKS

As requested in Mr. Swan's letter of 12/28/81 you are now authorized to proceed with the actual adjustments for Parkrose Water District's Water facilities on an actual cost basis estimated to be TEC $4,000 Federal Funds $3,690.

I approve the agreement with Parkrose Water District.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED STATE HWY ENGR
JAN 7 '82
REFER TO
FOR

14. DATE 1/4/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: December 31, 1981

FROM: ADOlson
A. D. Olson
Preliminary Design Engineer

SUBJECT:
Contract No. 9277
Columbia River Bridge-
S.E. Powell Blvd. Section
East Portland Freeway (I-205)
Multnomah County

The current contract for grading, treated base, etc., is specified to be completed August 19, 1982 (480 calendar days), with early completion of the section south of the South Banfield Interchange (south of Station 300) by April 21, 1982 (360 calendar days).

We are proposing early completions as follows:

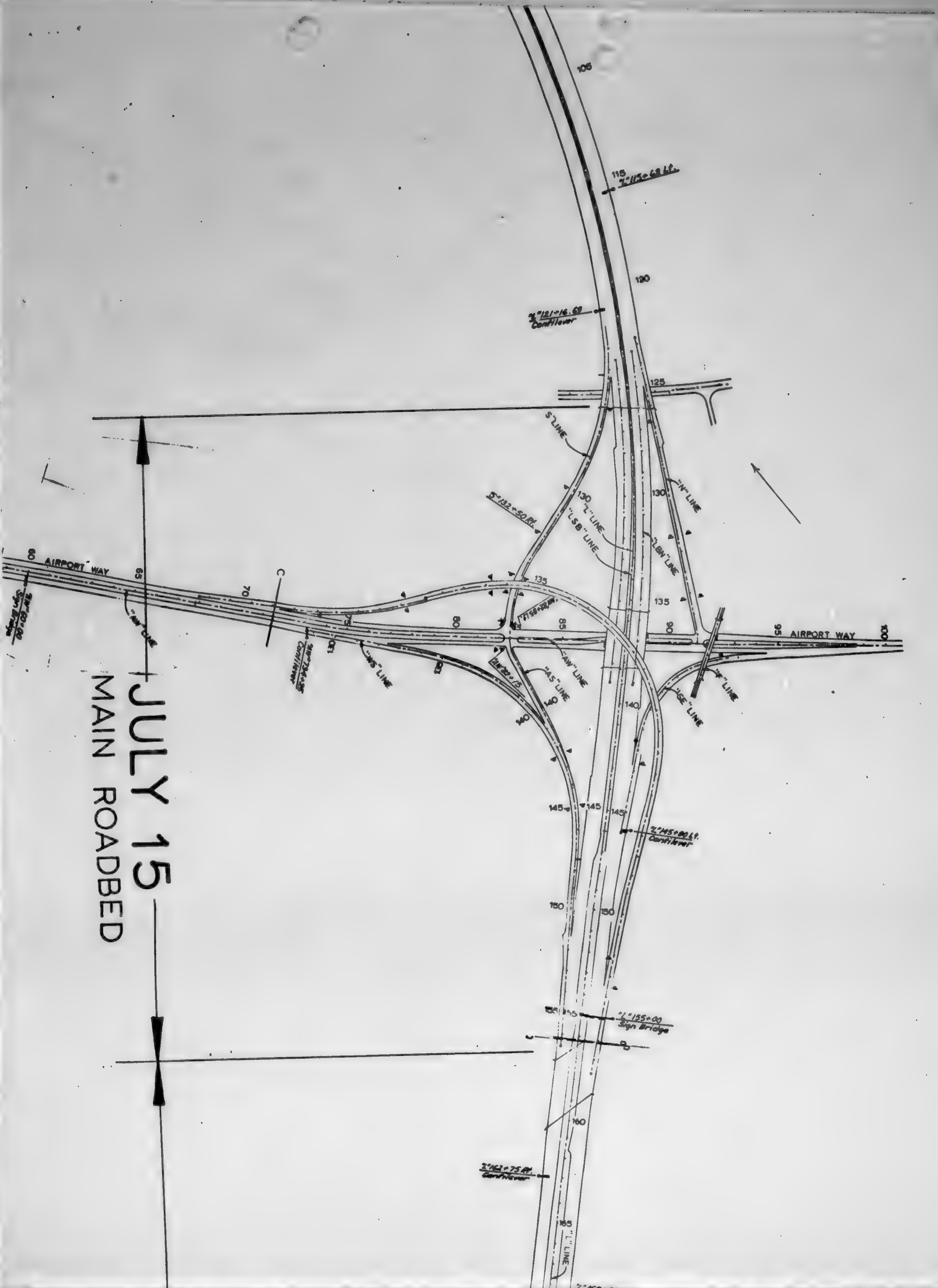
1. The main roadbeds from Columbia Slough south to about Station 240 (south of the ramps to and from the Banfield Freeway) by July 1, 1982.

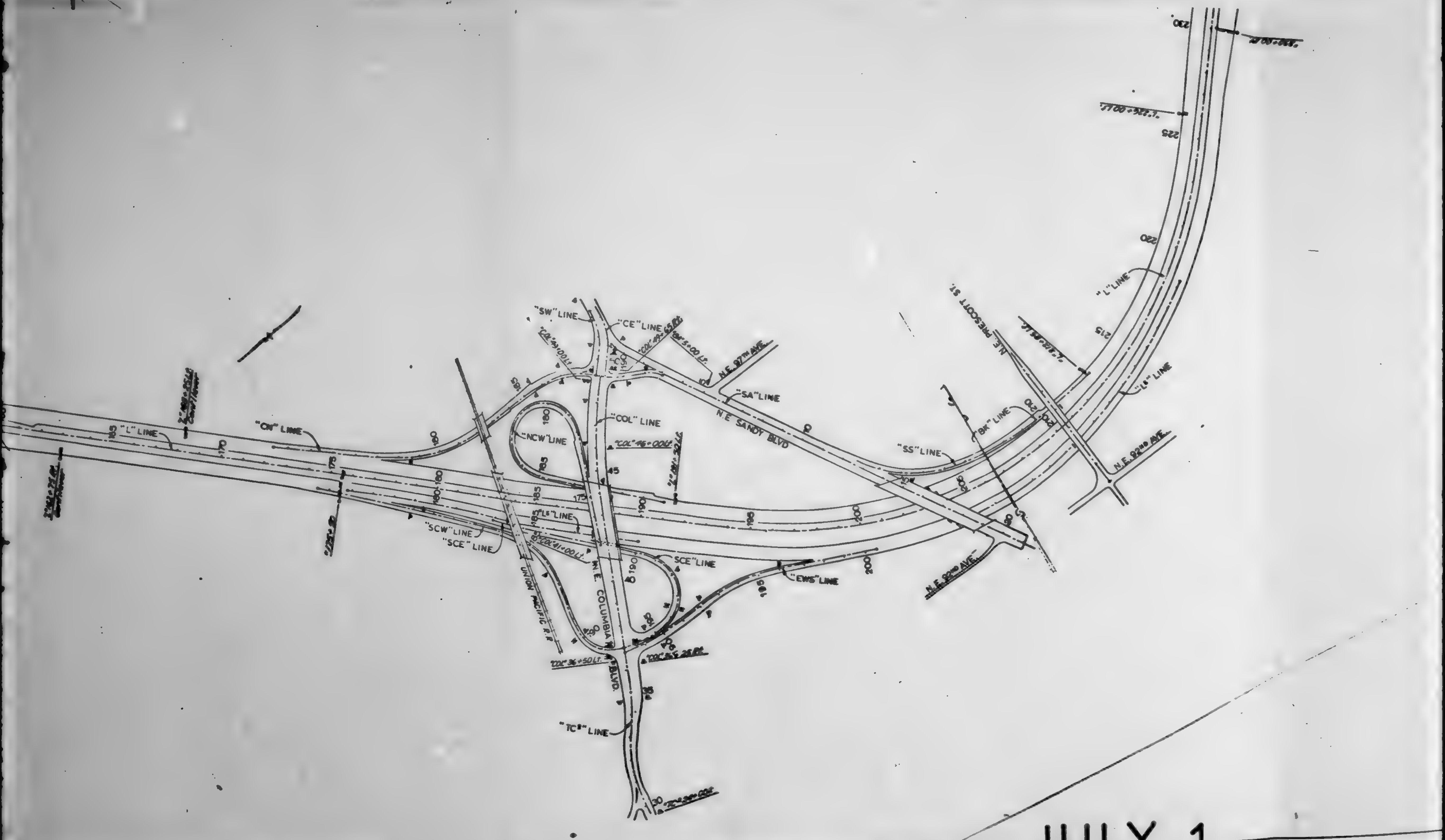
2. The main roadbeds from the Columbia River Bridge south to Columbia Slough by July 15, 1982.

3. The "WN" and "SE" ramps from the Banfield to I-205 by July 15, 1982.

All of the remaining work on the project from the Columbia River Bridge southerly to Station 300 is to be completed by August 19, 1982 under the current contract.

ADO:ja


105
115
"L"115+63 LT.
120
"L"121+16.69
Cantilever
125
"S" LINE
"S"132+50 RT.
130
"L" LINE
"LSB" LINE
130
"N" LINE
"LBN" LINE
AIRPORT WAY
60
65
70
C
75
80
85
90
95
AIRPORT WAY
100
135
135
"AW" LINE
"AS" LINE
"WS" LINE
"E" LINE
"CE" LINE
140
140
145
145
145
"L"145+80 Lt.
Cantilever
150
150
155
"L"155+00
Sign Bridge
160
"L"162+75 RT.
Cantilever
165
"L" LINE
JULY 15
MAIN ROADBED


"L" LINE
"CH" LINE
"SW" LINE
"CE" LINE
"NCW" LINE
"COL" LINE
"SA" LINE
N.E. SANDY BLVD.
N.E. 97TH AVE.
N.E. PRESCOTT ST.
"SS" LINE
"BK" LINE
"LS" LINE
N.E. 92ND AVE.
"SCW" LINE
"SCE" LINE
UNION PACIFIC R.R.
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"SCE" LINE
"EWS" LINE
N.E. 92ND AVE.
"TC" LINE
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JULY 1

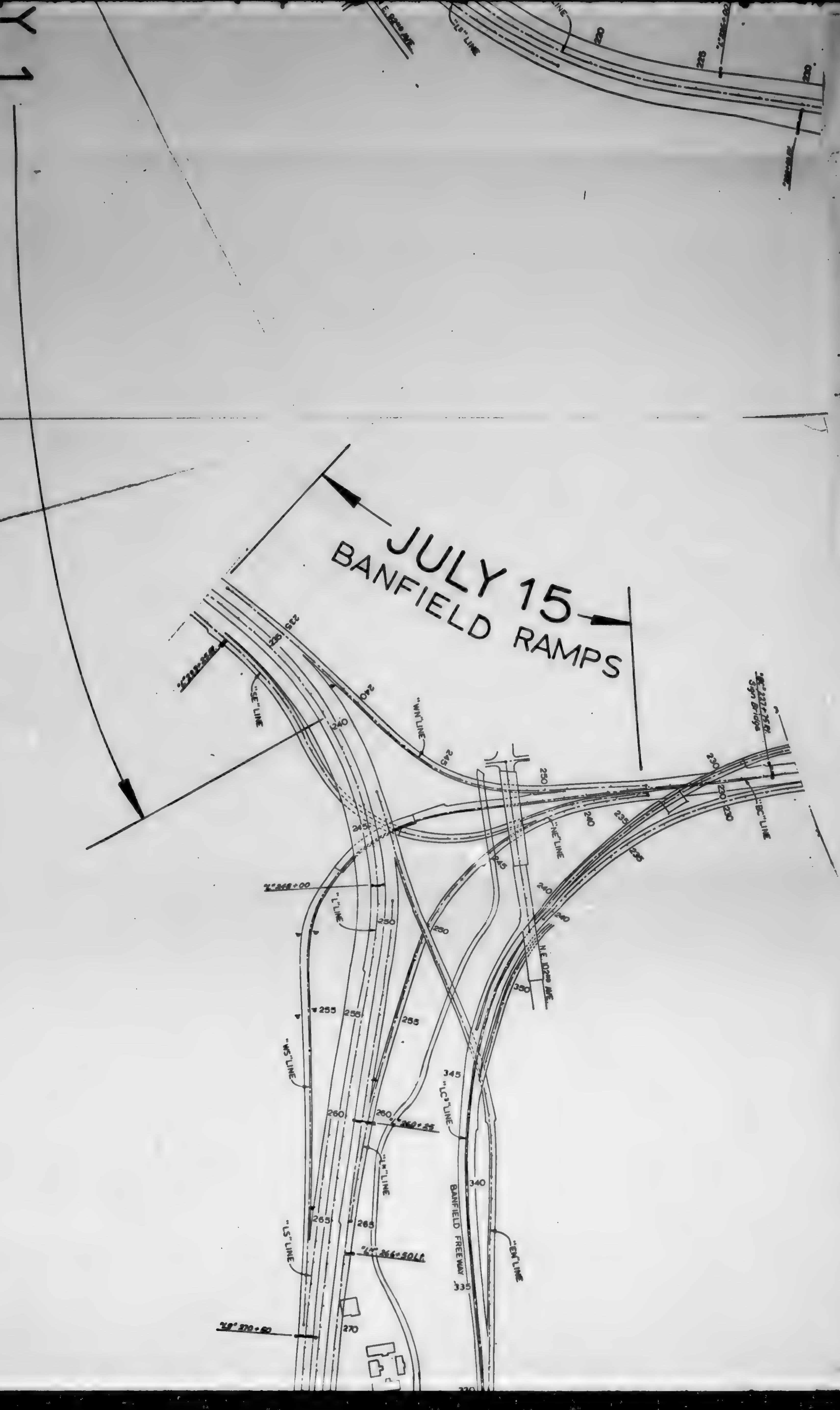
MAIN ROADBED

(All Work Under The Contract Scheduled To Be Completed

Y 1

OADBED

ed To Be Completed August 19, 1982)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"SE" LINE
"WN" LINE
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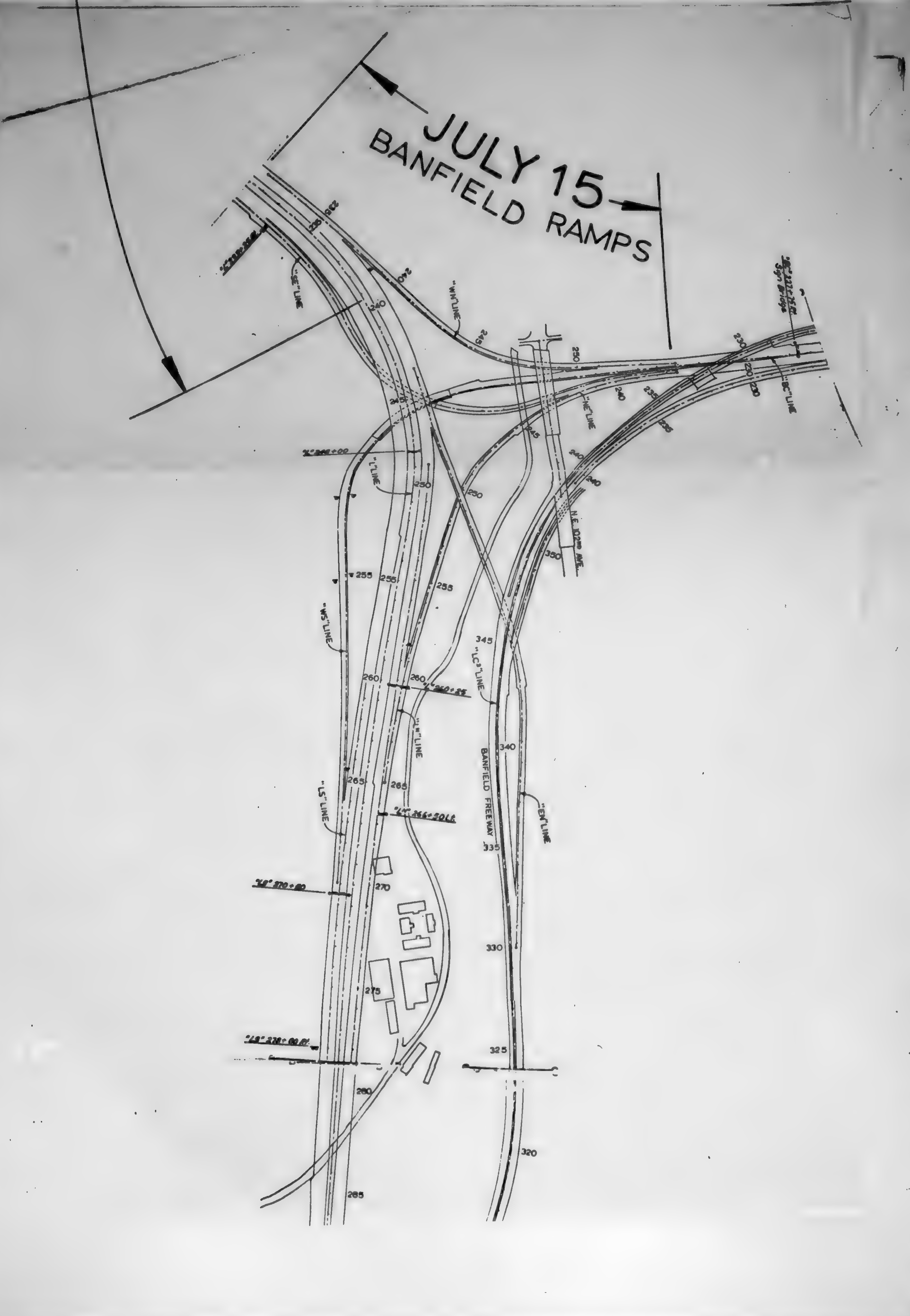
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9277

L.

NOTED
E. S. HUNTER

ROW 18-4

December 28, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Operations Programming Engineer

SUBJECT: Water Facilities Adjustment
Parkrose Water District
Clackamas River-Washington State Line
Utility Project
(Columbia River Br.-S.E. Powell Blvd.)
East Portland Freeway
Multnomah County
Project No. I-205-7(13)300

RECEIVED
TECHNICAL SERVICES
DEC 29 '81
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Here is a copy of an estimate of cost to adjust Parkrose Water District's water facilities dated December 9, 1981, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the District's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The District was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the District's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $4,000.

DES/JMC/llr
Enclosure
cc: E. S. Hunter ✓
Jack M. Cartwright
Gary Kennen

I-205
27

MEMO TO THE FILE

November 17, 1981

M.C.
MARION CRAFT
Region Construction Engineer

REGION I

RSI DE TO

COLUMBIA RIVER-POWELL SECTION
I-205 FREEWAY
CONTRACT 9277

This memo is written to confirm the decision to delete the cul-de-sacs on NE 112th Ave. in the Airport Interchange area. The construction of these cul-de-sacs (closing 112th) before providing a connection to Airport Way would leave the businesses and residents on 112th and Holman Streets (south of Airport Way) with no reasonable access to Marine Drive.

Bud Heinz will not do the work items connected with building the two cul-de-sacs on 112th and the work will have to be added under the upcoming paving contract. Jim McNamee will have the responsibility to coordinate this work with the work on Airport Way, particularly the Holman connection to Airport Way.

MC/cp
cc Bud Heinz
   Jim McNamee

CC: Hal Versteeg - FYI
ELH

1 Versteeg ✓
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9277

I-205

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

November 13, 1981

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R. N. Bothman
Oregon State Highway Division
5821 NE Glisan Street
Portland, Oregon 97213

Attention: Gary Kennon

RE: NE Holman Street,
105th Avenue to 112th Avenue

Dear Gary:

We have recently become aware that NE Holman Street is planned to be improved as a part of the Columbia River Bridge to SE Powell Blvd. section of the East Portland Freeway (I-205) paving project. Two problems should be considered as a part of this project. The first and certainly easiest to handle should be the proper illumination of the improved street. This street will be changing in characteristics from a narrow country road to a relatively more important business street and therefore should be illuminated accordingly. With concurrence of Rob Edgar of the Oregon State Highway Division, I will recommend that either 100 watt or 150 watt high pressure sodium vapor luminaires should be installed on power company distribution poles at approximately 200 ft. centers. These would be on Portland General Electric's Schedule 91, Option "B", with Mid County Service District accepting responsibility for the operations and maintenance costs (unless the area is annexed by the City of Portland, which would then be the responsible agency).

Of significantly greater concern is the fact that several of the property owners have expressed an interest in having a sanitary sewer constructed along the street (there is an existing pressure sewer already). Since this street is within a proposed annexation by the City of Portland, which is presently under consideration by the Portland Metropolitan Area Local Government Boundary Commission, we have suggested to the property owners that they defer circulation of the petition pending the outcome of the annexation procedure. No matter which way the annexation proceeding is resolved, it is very likely that a sanitary sewer will be constructed in this section of NE Holamn Street in 1982. Obviously, for the state to build a brand

Bob Bothman
OSHD
Attn: Gary Kennon

RE: NE Holman Street

new street and then have either the county or city tear it up to build a sewer line would be rather undesirable (disastrous?). If at all possible, some way of mitigating the problem should be developed, (e.g. delaying the second lift of A.C. until the completion of the sewer).

I hope my letter is a timely one. It seems that frequently we don't get these things together until unfortunate decisions have been made.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

Rick

RICHARD T. HOWARD
Service District Engineer

RTH/js

9277 I-205

STATE OF OREGON
Department of Transportation
Metropolitan Branch

1 Versteeg ✓
Anderson
3 Christensen Jw
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ROAD DESIGN SECTION

INTEROFFICE MEMO
Telephone: 238-8226
Date: November 12, 1981
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TO: A. D. OLSON
Preliminary Design Engineer

FROM: R. N. BOTHMAN R N Bothman
Administrator

SUBJECT: INTERCHANGE RAMPS
COLUMBIA RIVER-POWELL SECTION
I-205
MULTNOMAH COUNTY

We've completed a review of the shift in traffic volumes anticipated with the various combinations of opening the Division Street interchange, Stark/Washington interchange, and Glisan Street interchange without the south Banfield interchange. We have considered recommendations from the city and county which I've discussed with Ed Hardt and Don Adams.

The recommendation is to proceed as follows:

1. Complete and open to traffic the north half of the Division Street interchange. This will complete all of the Division Street interchange including the southbound off-ramp which connects to Powell Boulevard. It will complete all the frontage road system for the Powell/Division interchange.
2. Complete and open the south half of the Stark/Washington interchange. This will include both the on and off-ramps and the necessary connections between Stark and Washington.
3. Do not complete and open the north half of the Stark/Washington interchange or the Glisan Street interchange. I am currently making an effort to accelerate completion of the south Banfield interchange to 1985, at which time we would open the north half of the Stark/Washington interchange and the Glisan Street interchange.

I will work further with the city and county to develop some strategies to handle increased traffic on Stark Street, which becomes a problem, as well as some of the related problems on arterials north and east of the new end of the freeway at Stark/Washington.

Please advise if these recommendations are approved.

REFERRED TO
Beard 1 Stoudenmeyer
Cole Mann
Erikson Watson
Hager Dorn Leu
Return Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

RNB:PE

xc: Ed Hardt

CC: A.D. Olson – I agree. How about traffic signals at N.B. off-ramp and Washington and Stark? Ed Hardt

Hardt advised { Traffic getting these ready. 11/23/81

9277 I-205

STATE OF OREGON

ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

DES 16

TO: MEMO TO THE FILE

DATE: November 4, 1981

DNStoudenmeyer

FROM: D. N. Stoudenmeyer
Design Engineer Supervisor

SUBJECT: Columbia River Bridge-
Powell Blvd. Section
East Portland Freeway
Multnomah County

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A plans-in-hand review on the subject project was held in the Region I office on October 29, 1981. The following attended:

D. N. Stoudenmeyer	Final Design
Paul Galloway	Specifications
Marion Craft	Region I
Duane Christensen	Construction
Bill Beard	Final Design
Elmer Scofield	Traffic
Norman L. Henry	Final Design
K. D. Limbocker	Metro
R. T. Heinz	Region I
Bill Tison	Region I
Merle Anderson	Landscape
Jim McNamee	Region I
Ed Hardt	Region I
Gary Kennen	Utilities
Maury Payne	District Engineer

Typicals should show tie bars that are for future PCC paving and a detail should be shown and noted that bars are to be bent back against the PCC for present construction.

Specifications are to cover ramp paving limits and to call for longitudinal sawing only on lane lines. This applies to the main line also.

A detail is needed to show how the bikeway connects to the box culvert structure at Airport Way.

Region requested Specifications to set up a 500 foot test section for PCC paving.

Sheet 2A-3

Upper bikeway typical needs a note that it is for all locations other than typical below it.

Contains Recycled Materials
81-125-1387

An estimate for bikeway signing is to be added to the contract.

Sheet 8

Region is to provide a sketch of what has been constructed at Sandy Boulevard.

Sheet 10

Region is to provide a sketch of what bikeway has been constructed.

Bikeway connection to Prescott is to be discussed with Shaffer.

Landscaping is to be added to the west side of the sound berm at Maywood.

Region is to check on need for an overlay of the bikeway at Maywood.

Sheet 13

A new water line at North Banfield was received from Region.

Region suggested that an anticipated item for cleaning and/or painting existing retaining walls be added.

A video drainage check will be added as an anticipated item.

Sheet 16

Add an inlet on the west end of the 36 inch pipe.

Sheet 18

Sound wall and fence are to be added on the west side of the highway.

Sheet 19

Need fence on east side of highway along sound berm.

Sheet 27

Median rail has been constructed from the Powell structure south.

DNS:rlr

cc: Participants

9277

I-205

STATE OF OREGON
ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

DES 16

TO: MEMO TO THE FILE

DATE: October 21, 1981

FROM: DNStoudenmeyer
D. N. Stoudenmeyer
Design Engineer Supervisor

SUBJECT: Columbia River Bridge-Powell Boulevard Section
East Portland Freeway
Multnomah County

A plans-in-hand review on the subject project will be held October 29, 1981 at 9:30 a.m. in the Region 1 office. Transportation for those in the Salem area will leave in front of the Highway Building at 8:00 a.m.

We will want a recommendation from the Region on drainage to be installed at existing retaining walls.

An additional off-ramp southbound to Powell Boulevard has been added since preliminary plans were put out.

At the South Banfield Interchange the median footings for the future "NW" and lightrail structures will have to be constructed before paving in that area is completed. Those footings are expected to be under contract by June, 1982.

DNS:rlr

cc: Marion Craft
Cliff Christianson
Duane O. Christensen
Paul Galloway
Elmer Scofield
Ken Limbocker
Gary Potter
Norm Henry
Don Stoudenmeyer

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81-125-1387

9277

L.

NOTED
JACK L. SOLLIS

LANDIS, AEBI & BAILEY, P.C.
LAWYERS
1516 GEORGIA-PACIFIC BUILDING
PORTLAND, OREGON 97204-1276
TELEPHONE (503) 224-6532

DAVID C. LANDIS
FRED M. AEBI
JOE D. BAILEY
JOHN C. MERCER
JAMES M. CALLAHAN
ANNA M. MORAN
DAVID R. FOSTER

October 15, 1981

RECEIVED
LEGAL

Mr. Robert W. Gormsen
Commission Services
Dept. of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

RE: Contract No.: 9277
Project Section: Columbia Rvr. Brdg. - SE Powell Blvd.
Prime Contractor: Mocon Corporation
Subcontractor: Columbia Sand & Gravel Co.
Our File: KY-G000-001-0

Dear Mr. Gormsen:

Enclosed for your information is a copy of the complaint we have filed in Multnomah County Circuit Court entitled CSG Co., Inc., dba Columbia Sand & Gravel Company v. Mocon Corporation, case No. A8110-06310.

Very truly yours,

John C Mercer

John C. Mercer

JCM/clp
Enclosure

cc Les Hampton per Sollis

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

CSG CO., INC., an Oregon corporation, dba COLUMBIA SAND & GRAVEL COMPANY,

Plaintiff,

v.

MOCON CORPORATION, an Oregon corporation,

Defendant.

Case No. A8110-06310

COMPLAINT

(Action for Breach of Contract)

I.

At all times material, CSG Co., Inc., was and is an Oregon corporation doing business as Columbia Sand & Gravel Company.

II.

At all times material, Mocon Corporation was an Oregon corporation in good standing.

III.

On or about June 2, 1981, plaintiff, as subcontractor, and defendant, as contractor, entered into a contract, referred to by the parties as a subcontract. A true copy of said subcontract is attached hereto as Exhibit A and its provisions are incorporated by reference.

IV.

Under the terms of said subcontract, plaintiff was to supply ready-mixed concrete to defendant on the East Portland Freeway construction project. Defendant was prime contractor on said construction project under Oregon State contract number 9277.

Said construction project is located in Multnomah County, Oregon.

V.

Plaintiff has performed all conditions precedent under said subcontract.

VI.

Beginning on or about July 14, 1981, defendant breached said subcontract by purchasing ready-mix concrete from another supplier, in violation of the terms of the subcontract.

VII.

On July 14, 1981, contrary to the terms of the subcontract, defendant refused to accept several loads of ready-mixed concrete ordered from plaintiff.

VIII.

On July 15, 1981, defendant, contrary to the terms of said subcontract, discontinued ordering ready-mixed concrete from plaintiff.

IX.

Defendant has not terminated plaintiff as subcontractor pursuant to the applicable provisions of said subcontract. Grounds for termination of plaintiff under said subcontract do not exist. Plaintiff has been ready and able to perform pursuant to the provisions of said subcontract.

X.

As a result of defendant's conduct in breach of the terms of said subcontract, plaintiff has been prevented from performing under said subcontract resulting in damages to plaintiff in the sum of $96,765, based on an estimated quantity of 11,600 cubic yards. In the event that the actual total quantity of ready-mixed concrete supplied under said subcontract exceeds 11,600 cubic yards, plaintiff has additional damages in the sum of $9.25 per cubic yard in excess of 11,600 cubic yards.

XI.

Plaintiff is entitled to interest on amounts due under said subcontract at the rate of nine percent annual interest from the date payment would have been due but for defendant's breach of contract.

WHEREFORE, plaintiff prays for judgment against defendant in the sum of $96,765, plus prejudgment interest plus plaintiff's costs and disbursements.

LANDIS, AEBI & BAILEY, P.C.

By________________________________
JOHN C. MERCER, Of Attorneys
for Plaintiff

TRIAL ATTORNEY: JOHN C. MERCER
OSB #74218

JOB NO. 126

MOCON

STANDARD FORM

SUBCONTRACT AGREEMENT

This Agreement, made this 28th day of April 1981, under Oregon law, MOCON CORPORATION, P. O. Box 3258, Salem, OR 97302 (hereinafter called CONTRACTOR), and Columbia Sand & Gravel Company, P. O. Box 20096, Portland, OR 97220 (hereinafter called SUBCONTRACTOR).

Witnesseth:

Description of Work

ARTICLE I. The Subcontractor shall furnish all necessary labor, materials, tools, equipment, supplies and supervision necessary to perform, and shall perform the work generally described as:

Redi-Mixed concrete - 3300 p.s.i., 6.3 sack, O.S.H.D. design mix.

Approximate Quantity of 11,600 c.y. @ $22.72 per c.y. = $263,522

~~MOCON to provide 592.2 lbs. of cement per cubic yard, Columbia to be responsible for excess cement used in mix or wasted at a rate of $64 per ton. Portable Batch Plant to be erected on site at location approved by both MOCON and O.S.H.D. Columbia to provide water and power. Price includes allowances for overtime, stand-by time, short loads, mobilization, demobilization and cleanup of site at completion. Mixer trucks to be equiped with slump measuring devices to assure proper mix consistancy at initial discharge.~~

(hereinafter called the Work), for and at the Columbia River Br. - S. E. Powell Blvd. East Portland Freeway of (hereinafter called Owner), located at Multnomah County, Oregon as shown on the Plans and/or called for in the Specifications prepared by Oregon State Highway Division (hereinafter called Architect), in accordance with the terms and provisions of the Contract dated April 15, 1981, No. 9277 between Owner and Contractor, it being understood and agreed that all of the Plans, Specifications, General Conditions and Provisions forming, or by reference, made a part of Contract between Contractor and Owner shall be considered and hereby are made a part of this Subcontract by this reference thereto and Subcontractor represents that he is familiar with, and agrees to be bound to, Contractor by the terms and provisions thereof.

Payment

ARTICLE II. The sum to be paid to Subcontractor for the performance of the Work included in this Subcontract shall be TWO HUNDRED SIXTY-THREE THOUSAND FIVE HUNDRED FIFTY-TWO DOLLARS ($263,522.00) in current funds, subject to additions and deletions as herein provided.

The Subcontract Payments stated herein to be made to Subcontractor by Contractor include all Municipal, State, County and Federal taxes imposed by law, and based upon labor performed, materials furnished or services rendered, including, but not limited to, sales taxes, use taxes and personal property taxes levied or assessed against Owner, or Contractor, or Subcontractor arising out of either the acquisition by Subcontractor or the furnishing or installing by Subcontractor or by any of its subcontractors of materials, equipment, or of any other kind of personal property, or the furnishing of labor and/or services in connection with the Work. Where the law requires any such tax to be stated and charged separately, the total of all items included within the Work and the added tax shall not exceed the total subcontract price provided herein.

EXHIBIT A

PAGE 1 OF 3

Schedule of Completion and Failure to Perform

ARTICLE III. Subcontractor shall complete the several portions and the whole of the Work included in this Subcontract on or before the following dates or times, and submit samples, [illegible] drawings, etc. and order material in ample time to maintain job progress and insure completion in accordance with the following dates: As required.

Contractor may if it deems necessary, direct Subcontractor to work overtime and if so instructed Subcontractor will work said overtime and, provided that Subcontractor is not in default of any of the provisions herein, Contractor shall pay Subcontractor for the actual additional premium wages paid plus taxes imposed by law on such additional wages. If, however, Subcontractor is, in Contractor's opinion behind schedule with the Work, Subcontractor shall at its own expense, work such overtime as may be necessary to get back on schedule and to complete the Work. Subcontractor shall suffer all extra costs resulting from his lack of diligence or failure to provide needed labor or materials to meet the schedule of Work. In the event Subcontractor is behind schedule with the Work, Contractor may at its option hold up payments under this Subcontract until Subcontractor meets the work schedule. Should Subcontractor at any time refuse or neglect to supply a sufficiency of skilled workmen or materials of the proper quality or quantity, or fail in any respect to perform the Work with promptness and diligence, or cause by any action or omission the stoppage or delay of or interference with the Work of Contractor or of any other Subcontractors on the project, or fail in the performance of any of the agreements on its part contained herein, or become bankrupt or insolvent or go into liquidation either voluntarily or under an order of a court of competent jurisdiction or make a general assignment for the benefit of creditors or otherwise stop the Work or evidence financial incompetence, after three days' written notice to Subcontractor, mailed or delivered to the last known address of the latter, Contractor may: (a) provide through itself or through others, any such labor or materials necessary to perform the Work until in the sole judgment of the Contractor the deficiencies of the Subcontractor's work have been corrected, and deduct the cost thereof from any money due, or thereafter otherwise to become due Subcontractor under this Subcontract, or, (b) terminate this Subcontract in which event Contractor shall be at liberty to enter on the premises and take possession, for the purpose of completing the Work included in this Subcontract, of all materials, tools and appliances thereon, and to employ any other person or persons to finish the Work, and to provide materials therefor. In case of such termination of the employment of Subcontractor, Subcontractor shall not be entitled to receive any further payment under this Subcontract until the Work shall be wholly finished, at which time, if the unpaid balance of the amount to be paid under this Subcontract shall exceed the expense incurred by Contractor including an Overhead Fee of ten percent (10%) of its costs in finishing the Work, such excess shall be paid by Contractor to Subcontractor; but if such expense shall exceed such unpaid balance, then Subcontractor shall pay the difference to Contractor. The expense incurred by Contractor shall include in addition to the items specified above, any damages, excess costs to other Subcontractors, legal fees or court costs incurred through the default of Subcontractor.

Monthly Estimates and Final Payment

ARTICLE IV. On or before the last day of each month Subcontractor shall submit to Contractor, in the form required by Contractor, a written requisition for payment showing the proportionate value of the Work installed to that date, from which shall be deducted, a reserve of none percent (0%), all previous payments, and all other charges for material or service furnished by Contractor to or chargeable to Subcontractor, and the balance of the amount of said requisition, when approved by Contractor and Architect, shall be paid Subcontractor when received by Contractor from Owner.

Subcontractor promptly upon execution of this Agreement shall submit a detailed schedule of the various parts of the Work covered herein showing monetary value of each item by labor and material and in a form acceptable to Contractor. This schedule shall be used only as a basis of checking and accepting Subcontractor's monthly requisitions.

Contractor may advance the dates of any payment (including the final payment) under this Subcontract, if, in its sole judgment, it becomes desirable to do so.

Payment of reserved amounts shall be made to Subcontractor upon the completion and acceptance of the Work and upon receipt of payment by Contractor from Owner as provided for in the terms and provisions of the Prime Contract between Contractor and Owner.

Prior to final payment, and prior to monthly progress payments if required by Contractor, Subcontractor shall execute and deliver to Contractor, a release or releases in forms satisfactory to Contractor, and an agreement holding Contractor and Owner free and harmless from all claims arising out of or in connection with this Subcontract including, without implied limitation, claims with respect to or as a result of alleged defects in workmanship or materials.

If at any time there shall be evidence of any lien or claim for which if established, Contractor or Owner might become liable and which is chargeable to Subcontractor, or if damage shall be caused by Subcontractor to other work, Contractor shall have the right to retain out of any payment then due or thereafter to become due to Subcontractor, an amount sufficient to indemnify itself and Owner for any loss or damage, including legal fees and other disbursements, which either may sustain in discharging such lien or claim. Should there prove to be any such claim after all payments are made, Subcontractor shall reimburse to Contractor all monies that Contractor or Owner shall pay in discharging such lien or on claim against such premises and all expenses incurred in connection therewith.

No payment made under this Subcontract shall be conclusive evidence of the performance of this Subcontract, either wholly or in part, and no payment including final payment shall be construed to be an acceptance of defective work or improper materials, nor shall entrance and use by Owner constitute acceptance of the work hereunder or any part thereof.

Plans, Specifications and General Conditions

ARTICLE V. Subcontractor assumes and agrees to perform, as to the Work covered by this Subcontract, all obligations placed upon Contractor in the Contract, the Plans, Specifications, General Conditions and Provisions mentioned in Article I, which Contract, Plans, Specifications and General Conditions are hereby made a part hereof. In the event of ambiguities or contradiction between such documents and the provisions of the Subcontract, the Subcontract shall take precedence. These documents have been available to Subcontractor prior to the execution of this Subcontract and shall remain available at all reasonable times at the Job Site and at the principal office of the Contractor.

EXHIBIT A

Liability for Damage and Personal Injury

ARTICLE VI. Subcontractor hereby assumes entire responsibility and liability in and for any and all damage or injury of any kind or nature whatever to all persons and to all property growing out of or resulting from the act or omission of the Subcontractor in the performance of the Work provided for in this Subcontract. Subcontractor is an Independent Contractor in the performance of this Subcontract and shall provide and maintain Workman's Compensation Insurance for the protection of his employees, as required by law. He shall provide and maintain public liability insurance for personal injury, including death, suffered by persons other than employees, which may arise from operations under this Subcontract and also shall provide and maintain property damage insurance coverage and insurance to cover its liability under Article VII(b). Such insurance coverages shall be in the amounts as required in the General Conditions of the Prime Contract or in amounts separately approved by Contractor. Subcontractor shall furnish Contractor with satisfactory evidence that such insurance is obtained and is maintained in full force and effect.

Indemnity

ARTICLE VII. Subcontractor further specifically obligates himself to Contractor in the following respects: (a) To indemnify Contractor against and save it harmless from any and all claims, suits, liability, expense, or damage for any alleged or actual infringement or violation of any patent or patent right arising in connection with this Subcontract and anything done thereunder; (b) to indemnify Contractor and save it harmless from any and all claims, suits or liability resulting from any act or omission of Subcontractor, or Contractor, or their officers, agents, employees or servants in any manner related to the subject matter of this Subcontract, including, without implied limitation, claims, suits, or liability for injury to or death of persons, including the employees of either Contractor or Subcontractor, and for damage to property; (c) to pay for all materials furnished and work and labor performed under this Subcontract, and to satisfy Contractor and Owner thereupon whenever demand is made to the end that Contractor, Owner and the premises shall be saved harmless from any and all claims, suits, or liens therefor by others than the Subcontractor.

Extension of Time

ARTICLE VIII. Should Subcontractor be delayed in the performance or completion of the Work through no fault on the part of the Subcontractor such as by fire or other casualty, acts of war or government regulations, then the time of completion shall be extended for a period of time equivalent to the time lost by reason of the aforesaid as determined by Contractor and providing Subcontractor shall have notified Contractor in writing within 48 hours of the commencement of delay.

Cleaning

ARTICLE IX. Subcontractor daily shall clean and remove from the job site and premises any dirt and debris caused by the performance of the Work included in this Subcontract and unless otherwise expressly provided herein, upon completion of the Work shall clean, wash, remove protective coatings, etc. and shall leave the Work in a clean and acceptable condition. Should Subcontractor fail to perform such clean-up or fail to accomplish any corrective work required by Contractor to Subcontractor's work to the satisfaction of Contractor, Contractor shall provide such clean-up services and such corrective work on behalf of Subcontractor and Subcontractor agrees to reimburse Contractor for such costs incurred.

Assignment or Transfer

ARTICLE X. Neither this Subcontract nor the payments to become due thereunder shall be assignable without the consent of Contractor and any assignment without such consent in writing shall vest no rights in the assignee against Contractor. Subcontractor shall not sublet the whole or any part of this Subcontract without prior written consent of Contractor.

Extra Work

ARTICLE XI. In the event Contractor requests Subcontractor to perform extra work or deductions to work, Subcontractor shall submit his quotation covering such change within five (5) days from date of such notification by Contractor and such quotation shall include the necessary supporting details to support his price quotation. It is understood and agreed that payment shall not be made for extra work until a written Change Order has been issued by Contractor incorporating this additional cost into the Subcontract Price and that Contractor shall then pay Subcontractor for such extra work as payments are received from the Owner.

Coordination

ARTICLE XII. Subcontractor shall coordinate his operations with all other trades having work in the same area of the project. Before commencing work he will report in writing to Contractor any defective prior work by others which would prevent proper completion of his own work. Adequate advance notice shall be given Contractor's superintendent to assure an opportunity by other trades to accomplish work which must precede or build into the work under this Subcontract.

Permits and Responsibility

ARTICLE XIII. Subcontractor without expense to Contractor shall obtain all required licenses, permits, inspections and registrations and shall obey and abide by all applicable laws, regulations, ordinances, and other rules of the United States of America, of the State or political subdivision thereof where the work is performed, or of any other duly constituted public authority as applicable to the Subcontract.

Except as otherwise stated herein, Subcontractor shall be responsible for all materials delivered and work performed until completion and final acceptance. All work shall be delivered complete and undamaged.

In Witness Whereof, Contractor and Subcontractor have executed this agreement the day and year first above written.

COLUMBIA SAND & GRAVEL CO.

By

Title Pres.

MOCON CORPORATION

By

Title President

Signed this 2 day of JUNE, 1981

EXHIBIT A

PAGE 3 OF 3

9277

2

October 9, 1981

Mr. John C. Mercer
Landis, Aebi & Bailey
Lawyers
1516 Georgia-Pacific Building
Portland, OR 97204

CON 5
#9277

Dear Mr. Mercer:

This will acknowledge your letter of October 5 with attached subcontract between Mocon Corporation and Columbia Sand and Gravel Company. Your letter states that Columbia Sand and Gravel Company claims damages against Mocon in the amount of $237,647.35.

This appears to be in reference to Contract No. 9277 with Mocon Corporation for work on the Columbia River Bridge-S.E. Powell Boulevard Section of the East Portland Freeway in Multnomah County.

The American Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Mocon Corporation
3276 Commercial St., S.E.
Salem, OR 97302

American Insurance Company
121 S.W. Salmon St., Suite 900
Portland, OR 97204

NOTED ON CARD
js 10/9/81

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

LANDIS, AEBI & BAILEY P.C.
LAWYERS
1516 GEORGIA-PACIFIC BUILDING
PORTLAND, OREGON 97204
TELEPHONE (503) 224-6532

DAVID C. LANDIS
FRED M. AEBI
JOE D. BAILEY
JOHN C. MERCER
JAMES M. CALLAHAN

October 5, 1981

Mr. Robert Gormsen
Dept. of Transportation
121 Transportation Bldg.
Salem, OR 97310

RE: NOTICE OF CLAIM

Contract No.:	9277
Project Section:	Columbia Rvr. Brdg - SE Powell Blvd.
Prime Contractor:	Mocon Corporation
Subcontractor:	Columbia Sand & Gravel Co.
Our File:	KY-G000-001-0

Dear Mr. Gormsen:

This office represents Columbia Sand & Gravel Company, P. O. Box 20096, Portland, Oregon 97220.

Columbia Sand & Gravel Company is a subcontractor on the East Portland Freeway Project, State contract No. 9277, Columbia River Bridge - S.E. Powell Blvd. The prime contractor on the project is Mocon Corporation, P. O. Box 3258, Salem, Oregon 97302.

Enclosed is a copy of the subcontract agreement between Mocon Corporation and Columbia Sand & Gravel Company under which Columbia Sand & Gravel Company was to supply approximately 11,600 cubic yards of ready-mixed concrete for the above-referenced project.

Columbia Sand & Gravel Company claims that Mocon Corporation wrongfully breached the subcontract by using another supplier of ready-mixed concrete in violation of the terms of the subcontract. Columbia Sand & Gravel Company claims damages in the sum of $237,647.35.

It is my understanding that Mocon Corporation is bonded, with respect to this project, by American Insurance Company, P. O. Box 3825, Portland, Oregon 97208, bond No. SC6372495.

Please cause a copy of this letter to be filed with the Secretary of State.

Thank you for your attention to this matter. If you require further information concerning Columbia Sand & Gravel Company's claim against Mocon Corporation, please contact me at the above address.

Very truly yours,

John C Mercer

John C. Mercer

JCM/clp
Enclosure

cc Columbia Sand & Gravel Company
Mocon Corporation
American Insurance Company

RECEIVED
OCT 6 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JOB NO. 126

MOCON
STANDARD FORM
SUBCONTRACT AGREEMENT

This Agreement, made this 28th day of April 1981, under Oregon law, MOCON CORPORATION, P. O. Box 3258, Salem, OR 97302 (hereinafter called CONTRACTOR), and Columbia Sand & Gravel Company, P. O. Box 20096, Portland, OR 97220 (hereinafter called SUBCONTRACTOR).

Witnesseth:

Description of Work

ARTICLE I. The Subcontractor shall furnish all necessary labor, materials, tools, equipment, supplies and supervision necessary to perform, and shall perform the work generally described as:

Redi-Mixed concrete - 3300 p.s.i., 6.3 sack, O.S.H.D. design mix.

Approximate Quantity of 11,600 c.y. @ $22.72 per c.y. = $263,522

~~MOCON to provide 592.2 lbs. of cement per cubic yard, Columbia to be responsible for excess cement used in mix or wasted at a rate of $64 per ton. Portable Batch Plant to be erected on site at location approved by both MOCON and O.S.H.D. Columbia to provide water and power. Price includes allowances for overtime, stand-by time, short loads, mobilization, demobilization and cleanup of site at completion. Mixer trucks to be equiped with slump measuring devices to assure proper mix consistancy at initial discharge.~~

(hereinafter called the Work), for and at the Columbia River Br. - S. E. Powell Blvd. East Portland Freeway of (hereinafter called Owner), located at Multnomah County, Oregon, as shown on the Plans and/or called for in the Specifications prepared by Oregon State Highway Division (hereinafter called Architect), in accordance with the terms and provisions of the Contract dated April 15, 1981, No. 9277 between Owner and Contractor, it being understood and agreed that all of the Plans, Specifications, General Conditions and Provisions forming, or by reference, made a part of Contract between Contractor and Owner shall be considered and hereby are made a part of this Subcontract by this reference thereto and Subcontractor represents that he is familiar with, and agrees to be bound to, Contractor by the terms and provisions thereof.

Payment

ARTICLE II. The sum to be paid to Subcontractor for the performance of the Work included in this Subcontract shall be TWO HUNDRED SIXTY-THREE THOUSAND FIVE HUNDRED FIFTY-TWO DOLLARS ($263,522.00) in current funds, subject to additions and deletions as herein provided.

The Subcontract Payments stated herein to be made to Subcontractor by Contractor include all Municipal, State, County and Federal taxes imposed by law, and based upon labor performed, materials furnished or services rendered, including, but not limited to, sales taxes, use taxes and personal property taxes levied or assessed against Owner, or Contractor, or Subcontractor arising out of either the acquisition by Subcontractor or the furnishing or installing by Subcontractor or by any of its subcontractors of materials, equipment, or of any other kind of personal property, or the furnishing of labor and/or services in connection with the Work. Where the law requires any such tax to be stated and charged separately, the total of all items included within the Work and the added tax shall not exceed the total subcontract price provided herein.

Schedule of Completion and Failure to Perform

ARTICLE III. Subcontractor shall complete the several portions and the whole of the Work included in this Subcontract on or before the following dates or times, and submit samples, shop drawings, etc. and order material in ample time to maintain job progress and insure completion in accordance with the following dates: As required.

Contractor may if it deems necessary, direct Subcontractor to work overtime and if so instructed Subcontractor will work said overtime and, provided that Subcontractor is not in default of any of the provisions herein, Contractor shall pay Subcontractor for the actual additional premium wages paid plus taxes imposed by law on such additional wages. If, however, Subcontractor is, in Contractor's opinion behind schedule with the Work, Subcontractor shall at its own expense, work such overtime as may be necessary to get back on schedule and to complete the Work. Subcontractor shall sufier all extra costs resulting from his lack of diligence or failure to provide needed labor or materials to meet the schedule of Work. In the event Subcontractor is behind schedule with the Work, Contractor may at its option hold up payments under this Subcontract until Subcontractor meets the work schedule Should Subcontractor at any time refuse or neglect to supply a sufficiency of skilled workmen or materials of the proper quality or quantity, or fail in any respect to perform the Work with promptness and diligence, or cause by any action or omission the stoppage or delay of or interference with the Work of Contractor or of any other Subcontractors on the project, or fail in the performance of any of the agreements on its part contained herein, or become bankrupt or insolvent or go into liquidation either voluntarily or under an order of a court of competent jurisdiction or make a general assignment for the benefit of creditors or otherwise stop the Work or evidence financial incompetence, after three days' written notice to Subcontractor, mailed or delivered to the last known address of the latter, Contractor may. (a) provide through itself or through others, any such labor or materials necessary to perform the Work until in the sole judgment of the Contractor the deficiencies of the Subcontractor's work have been corrected, and deduct the cost thereof from any money due, or thereafter otherwise to become due Subcontractor under this Subcontract, or, (b) terminate this Subcontract in which event Contractor shall be at liberty to enter on the premises and take possession, for the purpose of completing the Work included in this Subcontract, of all materials, tools and appliances thereon, and to employ any other person or persons to finish the Work, and to provide materials therefor. In case of such termination of the employment of Subcontractor, Subcontractor shall not be entitled to receive any further payment under this Subcontract until the Work shall be wholly finished, at which time, if the unpaid balance of the amount to be paid under this Subcontract shall exceed the expense incurred by Contractor including an Overhead Fee of ten percent (10%) of its costs in finishing the Work, such excess shall be paid by Contractor to Subcontractor; but if such expense shall exceed such unpaid balance, then Subcontractor shall pay the difference to Contractor. The expense incurred by Contractor shall include in addition to the items specified above, any damages, excess costs to other Subcontractors, legal fees or court costs incurred through the default of Subcontractor.

Monthly Estimates and Final Payment

ARTICLE IV. On or before the last day of each month Subcontractor shall submit to Contractor, in the form required by Contractor, a written requisition for payment showing the proportionate value of the Work installed to that date, from which shall be deducted, a reserve of none percent (0%), all previous payments, and all other charges for material or service furnished by Contractor to or chargeable to Subcontractor, and the balance of the amount of said requisition, when approved by Contractor and Architect, shall be paid Subcontractor when received by Contractor from Owner.

Subcontractor promptly upon execution of this Agreement shall submit a detailed schedule of the various parts of the Work covered herein showing monetary value of each item by labor and material and in a form acceptable to Contractor. This schedule shall be used only as a basis of checking and accepting Subcontractor's monthly requisitions.

Contractor may advance the dates of any payment (including the final payment) under this Subcontract, if, in its sole judgment, it becomes desirable to do so.

Payment of reserved amounts shall be made to Subcontractor upon the completion and acceptance of the Work and upon receipt of payment by Contractor from Owner as provided for in the terms and provisions of the Prime Contract between Contractor and Owner.

Prior to final payment, and prior to monthly progress payments if required by Contractor, Subcontractor shall execute and deliver to Contractor, a release or releases in forms satisfactory to Contractor, and an agreement holding Contractor and Owner free and harmless from all claims arising out of or in connection with this Subcontract including, without implied limitation, claims with respect to or as a result of alleged defects in workmanship or materials.

If at any time there shall be evidence of any lien or claim for which if established, Contractor or Owner might become liable and which is chargeable to Subcontractor, or if damage shall be caused by Subcontractor to other work, Contractor shall have the right to retain out of any payment then due or thereafter to become due to Subcontractor, an amount sufficient to indemnify itself and Owner for any loss or damage, including legal fees and other disbursements, which either may sustain in discharging such lien or claim. Should there prove to be any such claim after all payments are made, Subcontractor shall reimburse to Contractor all monies that Contractor or Owner shall pay in discharging such lien or on claim against such premises and all expenses incurred in connection therewith.

No payment made under this Subcontract shall be conclusive evidence of the performance of this Subcontract, either wholly or in part, and no payment including final payment shall be construed to be an acceptance of defective work or improper materials, nor shall entrance and use by Owner constitute acceptance of the work hereunder or any part thereof.

Plans, Specifications and General Conditions

ARTICLE V. Subcontractor assumes and agrees to perform, as to the Work covered by this Subcontract, all obligations placed upon Contractor in the Contract, the Plans, Specifications, General Conditions and Provisions mentioned in Article I, which Contract, Plans, Specifications and General Conditions are hereby made a part hereof. In the event of ambiguities or contradiction between such documents and the provisions of the Subcontract, the Subcontract shall take precedence. These documents have been available to Subcontractor prior to the execution of this Subcontract and shall remain available at all reasonable times at the Job Site and at the principal office of the Contractor.

Liability for Damage and Personal Injury

ARTICLE VI. Subcontractor hereby assumes entire responsibility and liability in and for any and all damage or injury of any kind or nature whatever to all persons and to all property growing out of or resulting from the act or omission of the Subcontractor in the performance of the Work provided [illegible] in this Subcontract. Subcontractor is an Independent Contractor in the performance of this Subcontract and shall provide and maintain Workman's Compensation Insurance for the protection of his employees, as required by law. He shall provide and maintain public liability insurance for personal injury, including death, suffered by persons other than employees, which may arise from operations under this Subcontract and also shall provide and maintain property damage insurance coverage and insurance to cover its liability under Article VII(b). Such insurance coverages shall be in the amounts as required in the General Conditions of the Prime Contract or in amounts separately approved by Contractor. Subcontractor shall furnish Contractor with satisfactory evidence that such insurance is obtained and is maintained in full force and effect.

Indemnity

ARTICLE VII. Subcontractor further specifically obligates himself to Contractor in the following respects: (a) To indemnify Contractor against and save it harmless from any and all claims, suits, liability, expense, or damage for any alleged or actual infringement or violation of any patent or patent right arising in connection with this Subcontract and anything done thereunder; (b) to indemnify Contractor and save it harmless from any and all claims, suits or liability resulting from any act or omission of Subcontractor, or Contractor, or their officers, agents, employees or servants in any manner related to the subject matter of this Subcontract, including, without implied limitation, claims, suits, or liability for injury to or death of persons, including the employees of either Contractor or Subcontractor, and for damage to property; (c) to pay for all materials furnished and work and labor performed under this Subcontract, and to satisfy Contractor and Owner thereupon whenever demand is made to the end that Contractor, Owner and the premises shall be saved harmless from any and all claims, suits, or liens therefor by others than the Subcontractor.

Extension of Time

ARTICLE VIII. Should Subcontractor be delayed in the performance or completion of the Work through no fault on the part of the Subcontractor such as by fire or other casualty, acts of war or government regulations, then the time of completion shall be extended for a period of time equivalent to the time lost by reason of the aforesaid as determined by Contractor and providing Subcontractor shall have notified Contractor in writing within 48 hours of the commencement of delay.

Cleaning

ARTICLE IX. Subcontractor daily shall clean and remove from the job site and premises any dirt and debris caused by the performance of the Work included in this Subcontract and unless otherwise expressly provided herein, upon completion of the Work shall clean, wash, remove protective coatings, etc. and shall leave the Work in a clean and acceptable condition. Should Subcontractor fail to perform such clean-up or fail to accomplish any corrective work required by Contractor to Subcontractor's work to the satisfaction of Contractor, Contractor shall provide such clean-up services and such corrective work on behalf of Subcontractor and Subcontractor agrees to reimburse Contractor for such costs incurred.

Assignment or Transfer

ARTICLE X. Neither this Subcontract nor the payments to become due thereunder shall be assignable without the consent of Contractor and any assignment without such consent in writing shall vest no rights in the assignee against Contractor. Subcontractor shall not sublet the whole or any part of this Subcontract without prior written consent of Contractor.

Extra Work

ARTICLE XI. In the event Contractor requests Subcontractor to perform extra work or deductions to work, Subcontractor shall submit his quotation covering such change within five (5) days from date of such notification by Contractor and such quotation shall include the necessary supporting details to support his price quotation. It is understood and agreed that payment shall not be made for extra work until a written Change Order has been issued by Contractor incorporating this additional cost into the Subcontract Price and that Contractor shall then pay Subcontractor for such extra work as payments are received from the Owner.

Coordination

ARTICLE XII. Subcontractor shall coordinate his operations with all other trades having work in the same area of the project. Before commencing work he will report in writing to Contractor any defective prior work by others which would prevent proper completion of his own work. Adequate advance notice shall be given Contractor's superintendent to assure an opportunity by other trades to accomplish work which must precede or build into the work under this Subcontract.

Permits and Responsibility

ARTICLE XIII. Subcontractor without expense to Contractor shall obtain all required licenses, permits, inspections and registrations and shall obey and abide by all applicable laws, regulations, ordinances, and other rules of the United States of America, of the State or political subdivision thereof where the work is performed, or of any other duly constituted public authority as applicable to the Subcontract.

Except as otherwise stated herein, Subcontractor shall be responsible for all materials delivered and work performed until completion and final acceptance. All work shall be delivered complete and undamaged.

In Witness Whereof, Contractor and Subcontractor have executed this agreement the day and year first above written.

COLUMBIA SAND & GRAVEL CO.	MOCON CORPORATION
By	By
Title Pres.	Title President

Signed this 2 day of June, 1981.

92.77

10-8-81

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(79)308
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 80158

6. TO
Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/11/81	Interstate 205	Primary 64

10. GENERAL LOCATION:
Columbia River Bridge - SE Powell Blvd.

11. GENERAL DESCRIPTION OF WORK
Install permanent signing - Sandy Blvd.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 9/11/81 as requested in Mr. Keasey's letter of 9/29/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 9 is approved for a TEC of $700 Federal Funds $645.

RECEIVED
STA
OCT 15 '81
REFER TO Moehring
FOR
Info Invest R/D D/R Sign Act File

Orig
10-15

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/8/81	E. J. Walach	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9277

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-5-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(79)308

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

2A. COUNTY NAME Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/1/81

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

Columbia River Bridge - S.E. Powell Blvd.

11. GENERAL DESCRIPTION OF WORK

Install two temporary wooden traffic signal poles - remove existing metal poles and haul to maintenance yards.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 7/1/81 as requested in Mr. Keasey's letter of 7/17/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 7 is approved for a TEC of $10,000 F.F.$922.

RECEIVED
STATE HWY ENGR
AUG 11 '81
REFER TO Mohring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8/11

14. DATE 8/5/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for DIVISION ADMINISTRATOR

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9277

2.

STATE OF OREGON
1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

August 4, 1981

CON 5 #9277

MOCON Corporation
P.O. Box 3258
Salem, OR 97302

NOTED
H.S.COULTER

Re: Time Extension Request
Columbia River Bridge-S.E. Powell Blvd.
FAP No. I-205-7(79)308
Contract No. 9277

Gentlemen:

Your request for an additional 19 days of contract time in which to complete the above project has been carefully considered. The reason stated in your request of above "normal" rainfall is not a valid reason for additional contract time in accord with Section 108.09 of the contract Standard Specifications. Rainfall in this area in June is "reasonably predictable" and therefore your request is denied.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt "
Bud Heinz "

RECEIVED
STATE HWY ENGR
AUG 5'81
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: July 31, 1981

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: COLUMBIA RIVER BR.-SE POWELL BLVD.
Contract No. 9277
Time Extension Request

Attached is a time extension request from the contract, and Bud Heinz' letter of explanation and recommendation.

The contractor is asking for 19 days, from June 1 to June 19, 1981, with the reason listed as "above normal rainfall causing delays in scheduled excavation."

According to Standard Specification Section 108.08 and 108.09, and considering the information given in the contractor's request, my recommendation is to deny the request.

CTK:

I concur with Region's recommendation to deny this request. While the rainfall in early June, 1981 may have been above "normal", the contractor submits nothing to show that it was beyond that which was "reasonably predictable".

2 ASHE
1 CAE ✓
ICE
OCE
SCS
EEO

RECEIVED
AUG 3 1981
CONSTRUCTION BRANCH

MC/gw
Attachment
cc Bud Heinz

9277

L

CON 5

DATE: July 15, 1981

TO: OREGON TRANSPORTATION COMMISSION

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Columbia River Bridge-S.E. Powell Blvd.
East Portland Freeway
Contract No. 9277

This Interstate 205 project provides for completion of grading, drainage and cement treated base. A contract to be let about March 1982 will pave this freeway section and provide southbound access to the freeway at Division Street. The freeway is complete and open to traffic south of Powell Boulevard.

At the present time, traffic wishing to access I-205 from Division Street to proceed south on the freeway must take a circuitous route over city streets to reach the freeway. A severe problem has developed at the intersection of 92nd and Powell Boulevard because of this traffic and should be alleviated as soon as possible.

A solution to this problem is to construct under the current contract a portion of the permanent facility that would be contracted next spring. The work involves grading and paving of a southbound on-ramp just north of Powell Boulevard. The estimated cost is $1,433,270 including increases in the engineering and contingency allowances.

The addition to the existing contract has been approved by the Federal Highway Administration and the Public Contract Review Board.

Another item affecting the cost of the project is an underestimate in the bid item quantity for watering. This item is expected to overrun by approximately $57,500.

I recommend the authorization for this project be increased by $1,490,770, to a new total of $9,367,725.53, an increase of 18.9 percent. This matter will be on the consent calendar for your July meeting.

bcc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

ESH:md

9277

L.

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #9277

TO: H. S. Coulter
State Highway Engineer

DATE: July 15, 1981

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
H.S.COULTER
approved ESH

SUBJECT: Request for Increase in Project Authorization
Columbia River Bridge-S.E. Powell Blvd.
East Portland Freeway
Contract No. 9277

This Interstate project provides for completion of the grading work, drainage and construction of a cement treated base on which the future portland cement concrete pavement will be placed under a future contract to be let about March, 1982.

Under the overall master traffic plan developed by Multnomah County, the City of Portland and the Department of Transportation, traffic on Highway 26 is routed on Powell Blvd. to west of I-205 and on Division Street east of I-205, with the transfer between the two to be made through new streets and frontage roads to be constructed in conjunction with I-205. The connection on the east side was constructed under a previous contract which completed I-205 to just south of Powell Blvd., with connecting ramps to Powell. The connection on the west side, however, was not constructed and westbound traffic on Division Street wanting to go on west on Powell Blvd. or to get onto I-205 southbound is temporarily routed south on 92nd Ave. to Powell where it splits three ways -- west on Powell, south on 92nd, or east to the southbound I-205 ramp from Powell.

A problem has developed at the intersection of 92nd and Powell due to the unanticipated large volumes of traffic wanting to make the left turn to get onto I-205 southbound, and a backup continues to develop southbound on 92nd Ave. north of Powell Blvd.

The most feasible solution to the problem is to construct a portion of the permanent facility at this time. The estimated cost of this added work is $1,433,270 which includes proportional increases in the engineering and contingency allowances.

Price quotations have been received from the contractor for all but two relatively small work items and the prices are generally at or below our estimates. Performing the work at this time will eliminate the possible inflation factor that could occur prior to March, 1982.

Another item affecting the cost of the project is an underestimate in the bid item quantity for watering. This item is expected to overrun by approximately $57,500.

Consent of the PCRB has been received to exceed the 10 percent pricing limitation.

A rough draft letter to the Transportation Commission is attached, along with a copy of the Expected Overrun of Project Authorization form.

WR:fr

Att.

cc: E. L. Hardt
Roy Heinz
Robert Church

9277 I-205

STATE OF OREGON **INTEROFFICE MEMO**

TO: DUANE CHRISTENSEN
Design Section

DATE: July 9, 1981

FROM: EDWARD L. HARDT Edward L. Hardt
Region Engineer

SUBJECT: I-205 FREEWAY PUMPING STATION

As part of the Columbia River Bridge to Powell Blvd. Section of I-205 the contractor is presently building the drainage flume northerly from Station 160, which is the vicinity of the pump station. Although on several occasions your designers have attempted to explain to me how this complex drainage system works, I have never completely understood it. Resident Engineer Roy Heinz has this contract and he freely admits that he doesn't understand how the drainage in this area (Station 160) and the pumping station operate. One of these years we will be turning this completed system over to our maintenance people and it will be obviously necessary for someone to show them how it works. Therefore, I'd appreciate it if you would have someone in your section knowledgeable with this system write up a narrative report with a schematic diagram of how the pump station, bypass lines, outfall sewer, etc., in and around Station 160 is intended to operate.

ELH/cp

July 13, 1981

To.- Gordon Bullard
As discussed with you;
please discuss with
Hardt & furnish schematic
diagram

Lyle Watson

C.C. Edward Hardt

1 Versteeg
Anderson
2 Watson
llivan

REC
JUL 10 1981
ROAD DESIG

9277

L.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(79)308
Columbia River Br.-SE. Powell Blvd.
East Portland Freeway
Order for Extra Work No. 1

Date: July 7, 1981

Reply to Attn. of: HFO.1-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

I grant advanced authorization effective June 16, 1981 to purchase and maintain drain pumps as requested in Mr. Keasey's June 26, 1981 letter.

Should the State receive a salvage value for any equipment purchased, Federal Aid must be credited accordingly.

G. K. [illegible]
for Dale E. Wilken

Attachment
Order for Extra Work No. 1

cc:
OSHD (C T Keasey, Const)

RECEIVED
STATE HWY ENGR
JUL 8'81
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

[illegible]
7/8

Form 81-734-2206

P

OREGON STATE HIGHWAY DIVISION

STATE COPY

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date June 10, 1981

Project Name Columbia River Br. - S.E. Powell Blvd

Contract No. 9277

Highway East Portland Freeway

Prefix 626-1071

County Multnomah

F. A. Project No. I-205-7(79)308

Contractor MOCON Corporation

Order No. 1

Address P.O. Box 3258, Salem, OR 97302

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Excavate and install sump. Furnish and maintain pumps.

APPROVED EFFECTIVE DATE 6/16/81
Contingent upon modification of project agreement if additional funds are required.
BY
Field Operations
TITLE Engineer
DATE 6-30-81
FEDERAL HIGHWAY ADMINISTRATION

Location by station numbers:

Lt. 270±

Estimate of quantities and cost:

Labor	$20,000.00
Equipment	50,000.00
Materials	5,000.00
Total	$75,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Rocky Butte Jail area is too low to drain into storm sewer system. Money to maintain drainage for same provided for in anticipated items.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$7,876,955.53
Present estimate of project costs, including $75,000.00 for work under this order	$7,876,955.53
Expected under-run / over-run amount	$ -
Expected under-run / over-run per cent	-

Space to right of this line is for use of Salem Office

Submitted by: Roy T. Heinz Roy T. Heinz, Resident Engineer

Approval Recommended: .... Construction Engineer or Bridge Engineer

Approval Recommended: .... Regional Engineer

Approved For .... Construction Engineer
6-16-81

SP*70604-734

#9277

L.

STATE OF OREGON

INTEROFFICE MEMO

TO: CARROLL KEASEY
Construction Engineer

DATE: June 19, 1981

RECEIVED
STATE HWY ENGR
JUN 22'81
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Region Engineer

NOTED
H. S. COULTER

SUBJECT: SOUTHBOUND I-205 CONNECTION FROM
DIVISION ST.

You may recall that we met in your office on May 21 to discuss early construction of the connection from westbound Division St. to southbound I-205. The purpose of this early construction would be to relieve the traffic burden on Division, 92nd Avenue, and Powell Blvd. which exists today. I've attached a copy of the memo I wrote regarding this meeting for your convenience.

The result of the May 21 meeting was that we decided to approach the contractor on the Columbia River Bridge-Powell Blvd. grading contract (MOCON) to determine what their prices for doing this work would be. We now have that information. I have attached a copy of a June 15 letter from Resident Engineer Bud Heinz, together with a quotation from MOCON dated June 12. This quotation is in the form of 18 bid items totalling about $1,077,000. MOCON offers to have all the work done, except for the traffic signal, by the last week in October and offers to have the traffic signal work done by the last week in October if he would have received the go-ahead for the signal work by last Monday (June 15). I draw your attention to Bud Heinz' concern for the electrical subcontractor's (Hamilton Electric) ability to perform as promised. Bud's experience on the Powell-Foster project with Hamilton has been extremely poor with respect to Hamilton getting the work done on time. In addition to the cost for the work quoted by MOCON, there is also a cost of $57,000 for signing and $140,000 for illumination. This brings the estimated total cost of this connection to $1,274,000, exclusive of engineering and contingencies.

I'd like you to have the contractor's unit prices for the work reviewed to determine if they are reasonable. Depending upon the results of that review, I would suggest that we reconvene the same people involved in the earlier meeting to determine how we want to proceed. For consideration in the meantime, I have listed below several pertinent points.

(1) Assuming that we want the illumination operational before we open this connection, since it has a construction time of about six months, this would be the critical item for completion along with the traffic signal. Attached is a June 17 letter from Lyle Watson giving details of the signing and illumination cost. Assuming we got word to the contractor by July 1 that we wanted to proceed, the earliest we could hope to open the connection would be January 1 and in order to make that date we might have to supply the contractor with the critical

traffic signal elements. By copy of this letter I'd like Bud George's office to determine if we have that material in stock so that we could loan it to the contractor, if necessary.

(2) The present schedule for opening bids for the paving project for I-205 is March of 1982. If we were to decide that we wanted to put the Division St. connection into the paving project and asked for an early completion, we should advertise that project earlier in order to give the contractor time to get ready for this work (ordering of electrical equipment, etc.). I'd like Duane Christensen to determine if there is any problem with advancing the advertising date for the paving project a couple of months in order to do this.

(3) We plan to open bids for the 82nd-92nd improvement on Powell Blvd. on August 20 of this year. That project will have a negative affect on traffic in the vicinity of 92nd on Powell Blvd. during the term of that contract (through 1982). Because of this, it would be nice if we could build the Division St. connection to I-205 as soon as possible in order to relieve the traffic problem at 92nd and Powell.

I would suggest that as soon as you have the prices quoted by MOCON reviewed that you convene a meeting with Design people, your office, the Region, and FHWA, to plot our strategy.

ELH/cp
Attachments
cc H. S. Coulter w/attachments
R. N. Bothman "
Duane Christensen "
L. E. George "
Bud Heinz "

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: E. L. Hardt
Region I Engineer

DATE: June 17, 1981

FROM: Lyle K. Watson
Lyle K. Watson
Acting Final Design Engineer

SUBJECT: Southbound I-205 Connection
to Division Street

UE RE RME
TE RECEIVED RSM
UE [illegible]1 [illegible]
SO REGION I R3I
TO

At a meeting in Carroll Keasey's office May 21, 1981, you requested cost estimates for signing and illumination for this connection.

The estimate for permanent signing is $57,000 and construction time of 3.5 months. Illumination would be $136,000 and construction time of 6 months. T.P.&D.T. would be approximately $4,000.

A summary estimate is enclosed for the illumination.

LKW:ja

Enc.

cc Carroll Keasey
N. Henry

FORM 81-734-3030

~~DE~~ RE RME [✓ RCE] BE
TE FILE: RECEIVED RSM
UE JUN 16 1981 RSC
SO REGION I RBI
TO

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR
June 15, 1981

Roy T. Heins

FROM: Roy T. Heins, Res. Eng'r

SUBJECT: Columbia River Br.-SE Powell Blvd
East Portland Freeway
Contract: 9277

TO: E. L. Hardt
Region Engineer
Office

Attention: M. A. Craft

Enclosed are letter and estimate from the contractor in answer to our request for the proposed completion of the "LS", "DS" and "DP" lines on this contract. I have grave misgivings about the projected completion date as the electrical subcontractor is Hamilton Electric. Their "track record" to date would indicate that a year from the end of next October would be more reasonable. It is my opinion that this work should be accomplished on the next contract with an early completion date as part of that contract.

MOCON CORPORATION

June 12, 1981

Mr. Roy T. Heinz, Resident Engineer
Oregon State Highway Department
3700 S. E. 92nd Ave.
Portland, Oregon 97266

Project: Columbia River Br.- S.E. Powell Blvd.
East Portland Freeway
Contract No. 9277

Dear Mr. Heinz;

Attached is our proposal for the proposed completion of "LS" main line from 416+50 to 435 and the "DS" and "DP" lines.

All work will be completed by the last week in Octoper with the exception of the traffic signal at S.E. Division and "DP" line.

The following is our schedule on the traffic signal if the State gives the go ahead by June 15, 1981:

Pole drawings, one week (drawings to us be June 22) to State and back by July 3, 1981.

Poles shipped 12-14 weeks after return of approved drawings, October 12, 1981.

Signals shipped 12-14 weeks, approximately same as poles.

Allow two weeks to install after all equipment has been received.

Since there is not a mobilization item for this work we have allowed items such as supervision, pickup, water, toilets, etc. in the "Continuously Reinforced Concrete Pavement", this is why this item may appear to be a little high.

Our take-off and pricing is available for your review if you have any queations about any of the items.

Sincerely,

MOCON CORPORATION

Robert D. Morrow, Jr.

RESIDENT ENGINEER
RECEIVED
JUN [illegible] 1981
Noted ☒ ☐ ☐ ☐
RE

P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

MOCON CORPORATION

June 12, 1981

Project: Columbia River Br.- S.E. Powell Blvd.
East Portland Freeway
Contract No. 9277
Completion of "LS" main line from 416+50
to 435 and the "DS" and "DP" lines.

Item No.	Item	Quantity	Unit	Unit Price	Amount
1	Bituminous Base Mixture	56	Ton	40.00	2,240.00
2	Asphalt in Bituminous Base Mix	3	Ton	150.00	450.00
3	1"-0 Aggregate Base	600	Ton	7.80	4,680.00
4	Class "B" Asphalt Conc. Mix.	125	Ton	22.00	2,750.00
5	Asphalt Cement in Mixture	8	Ton	150.00	1,200.00
6	Cont. Reinforced Concrete Pavement	22,340	Sq. Yd.	38.53	860,760.20
7	Reinforced Concrete Pavement	425	Sq. Yd.	35.62	15,138.50
8	Pavement Terminal Anchors	200	Lin. Ft.	89.18	17,836.00
9	Terminal Expansion Joints	98	Lin. Ft.	164.55	16,125.90
10	Metal Median Barrier	480	Lin. Ft.	38.00	18,240.00
11	4-inch Concrete Surfacing	460	Sq. Yd.	19.63	9,029.80
12	"B-1" Modified Curb	7,540	Lin. Ft.	6.56	49,462.40
13	Drain Curb	1,100	Lin. Ft.	2.86	3,146.00
14	Concrete Barrier	1,300	Lin. Ft.	21.22	27,586.00
15	Delineators	60	Each	23.24	1,394.40
16	Traffic Markers, Type I	160	Each	4.42	707.20
17	Traffic Markers, Type II	350	Each	3.61	1,263.50
18	Traffic Signal	All	Lump Sum	L.S.	44,964.00
				Total	$1,076,973.90

P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

MEMO TO THE FILE May 22, 1981

EDWARD L. HARDT
Region Engineer

SOUTHBOUND I-205 CONNECTION TO DIVISION STREET

Met in Carroll Keasey's office Thursday morning, May 21, to discuss early construction of the connection from SE Division St. to SE Powell Blvd., and SE Division St. to I-205 southbound. Early construction of these connections was requested by Mr. Bothman in a letter to Scott Coulter dated March 30. Attending were: Carroll Keasey, Don Stoudenmeyer, Norm Henry, Marion Craft, Wendall Stanley, and I representing the Highway Division, and Cliff Christianson and Tom Lowe representing the FHWA.

We discussed three alternatives ---

1. Leave things as they are until the paving project is awarded at the end of the year.
2. Construct the treated base (already contracted) with a wearing surface and a ramp up to the Powell structure.
3. Build enough of the permanent facility to allow traffic to get to Powell Blvd. and onto the southbound freeway.

The advantages and disadvantages of the first alternative speak for themselves. The second alternative has the advantage, as compared to the third alternative, of not having to negotiate with the contractor the laydown of a considerable amount of Portland Cement Concrete pavement. The estimated cost of this pavement is somewhere in the neighborhood of a million dollars. The disadvantage is that there is about $100,000 of "wasted" material, such as the ramps to the Powell structure, which ultimately would have to be removed. Also, at the time the final pavement is laid in this area this traffic would have to be put back onto the street system in order to get the work done.

The disadvantage of the third alternative is as mentioned above --- the negotiation of a very large amount of work with the contractor, and also the fact that for this relatively small amount of PCC paving the contractor would not bring in a slip-form paver, instead would have to form the pavement. An advantage is that once the pavement is laid and traffic put on it, no further detouring would be required.

We estimated that either the second or third alternative has about $100,000 of extra cost attached to it. The extra cost connected with No. 2 is the "wasted" materials that have to be placed. The additional cost connected with alternative 3 is the non-competitive nature of the negotiation with the contractor, as compared to competitive bidding. Assuming a one-year benefit to the traveling public by getting the connections opened this summer, and a $100,000 cost to do so, I had the Metro Section develop a benefit/cost analysis which indicated that for those assumptions the B/C ratio is 1; that is to say, the benefits are equal to the cost.

The consensus of the group was that we will either go with the Portland Cement Concrete alternative or leave things as they are and specify in the up-coming paving project that this work be done as soon as possible. Since the treated base will be placed this summer by the existing contract, we could specify early work for this Portland Cement Concrete and probably get it done by June of 1982. If we add the work to the existing contract, we probably couldn't drive on it until September or October of 1981. We decided to have the Resident Engineer approach the contractor to determine what kind of prices he's willing to quote us for the additional work. Based on those prices we'll make a final decision as to whether to proceed or to defer the work to the next contract. We'll also find out from him when he can perform the work, that is how it fits into his schedule, and we'll also ask him for a price for installation of the traffic signal on Division St. Don Stoudenmeyer will ask the Traffic Section for a plan for signing and illumination for this section as that will also be necessary in order to open it to traffic. As soon as we get prices from the contractor we will make a final determination as to how to proceed.

ELH/cp
cc H. S. Coulter
C. T. Keasey
R. N. Bothman
D. O. Christensen
L. E. George w/attachments
Bud Heinz "

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Portland, Or
June 18, 1981

Roy T. Heinz

FROM: Roy T. Heinz, Res. Eng'r.

SUBJECT: Columbia River Br. - SE Powell Blvd.
[redacted]
Contract #9277

TO: E.L. Hardt
Region Engineer
OFFICE

Attention: M.A. Craft

Enclosed are two sketches of Sandy Blvd. connection to Columbia showing our new construction and existing signal poles which must be moved. I suggest that this work be done by State Forces due to the need to proceed without undue delay.

Please forward to design with a "RUSH" request. Since this work does not appear on the plans it will come as quite a surprise to the contractor when he moves into the area in the not too far distant future.

REFERRED TO
Board Stoudenmeyer
Cole 2 Mann NEM
Erikson 1 Henry ~~Watson~~
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg Doc
Anderson
2 Christensen JW
Olsen
Sullivan
Terpin

RECEIVED
JUN 23 1981
ROAD DESIGN SECTION

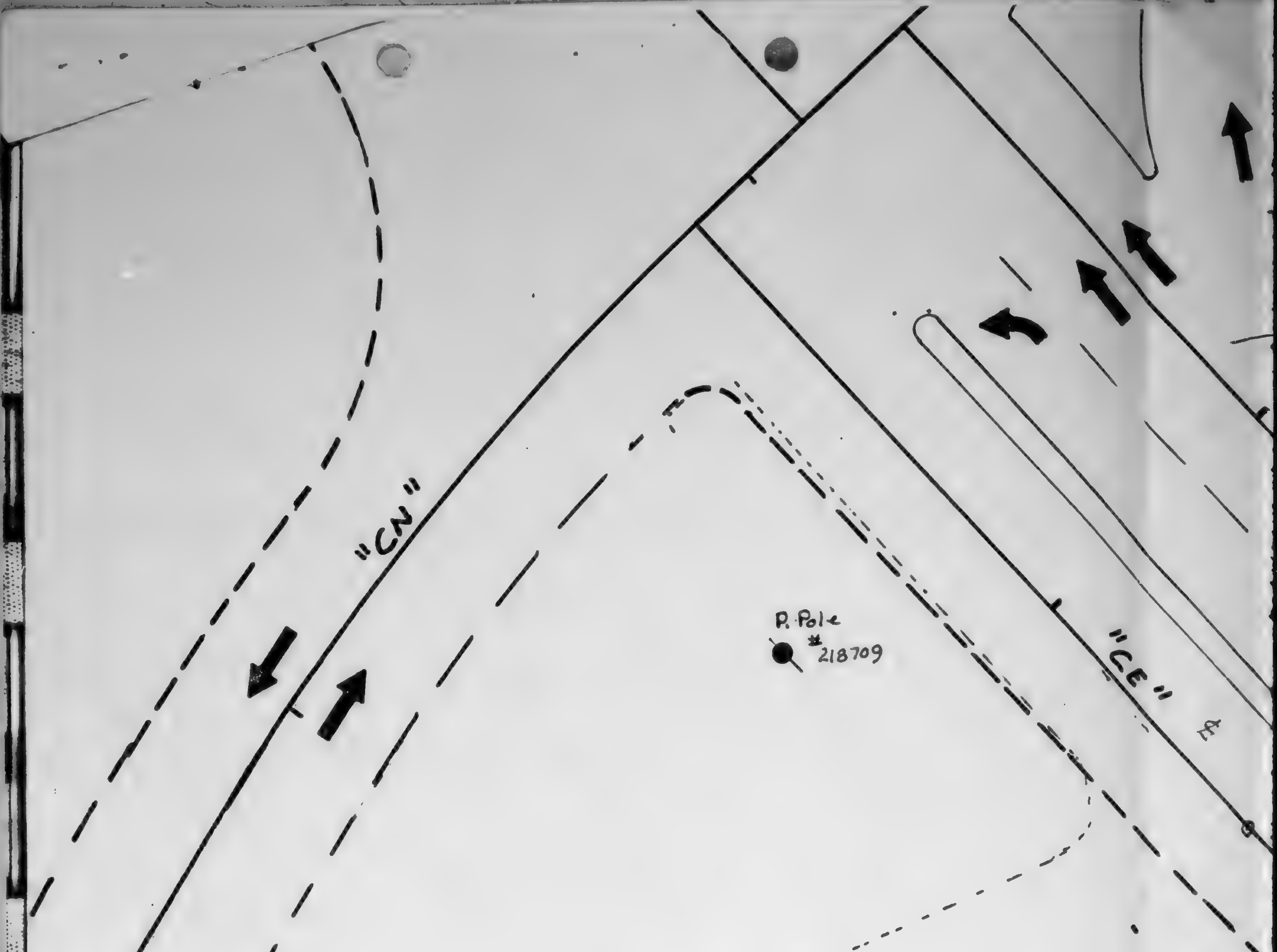
Do Not File
Return To
Bring ___/___
Action

cc: Keasey
Versteeg } with attach

copy of this letter & sketch given to John Irwin, with request for temp solution as soon as possible.

M. C.
6-19-81

cc: Heinz


"CN"
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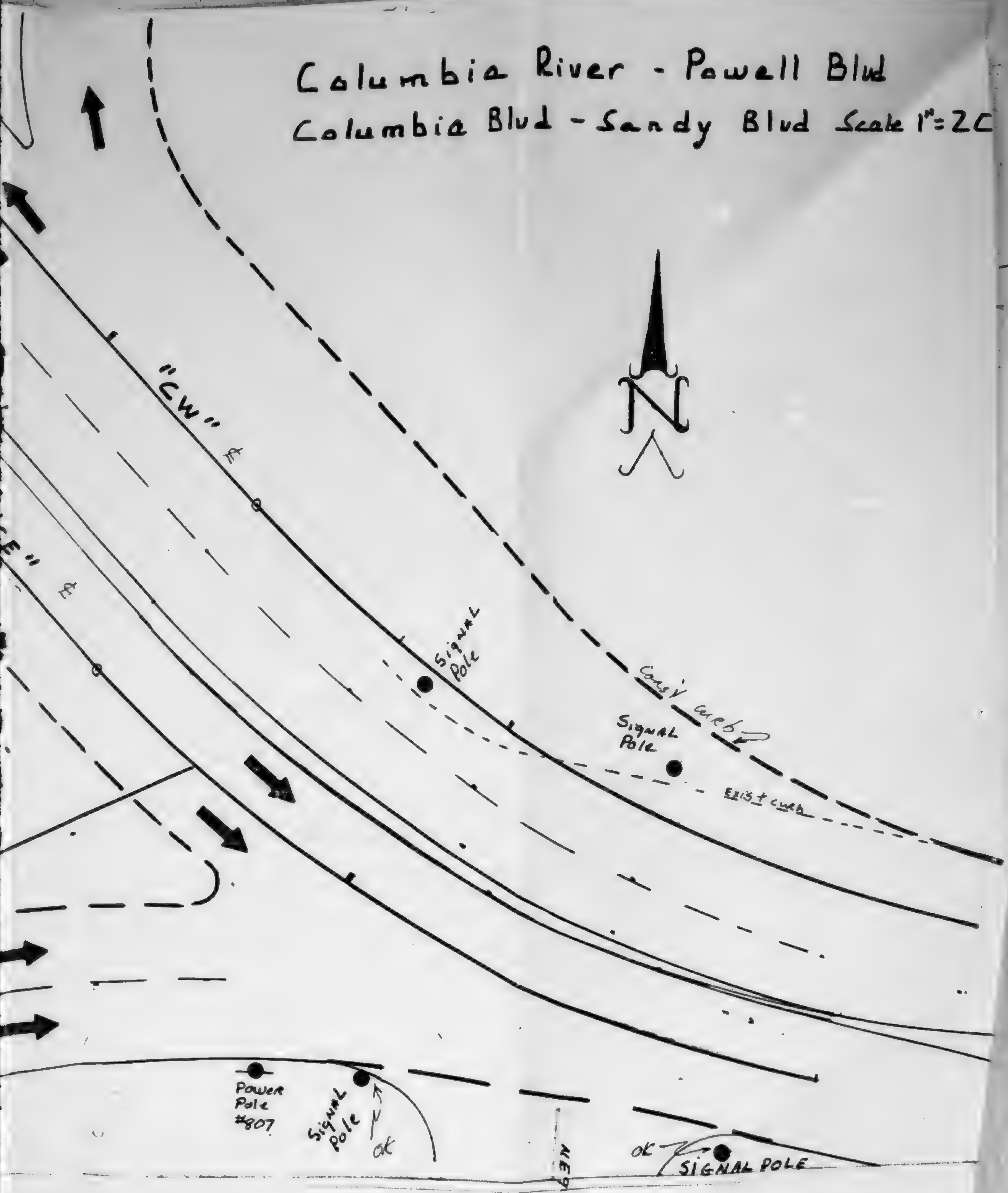
Exist Curb

Columbia River - Powell Blvd
Columbia Blvd - Sandy Blvd Scale 1"=2C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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-2-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7-(79)308
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 80158
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/28/81
8. FEDERAL ROUTE NUMBER Interstate 205
9. STATE ROUTE NUMBER Primary 64
10. GENERAL LOCATION:

Columbia River Bridge - SE Powell Blvd.

11. GENERAL DESCRIPTION OF WORK

State Furnished Bridge End Panels

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 4/28/81 as requested in Mr. Keasey's letter of 5/8/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $78,956 Federal Funds $72,814.

RECEIVED
STATE HWY ENGR
JUN 5'81
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

orig to
6/5

14. DATE 6/2/81
15. SIGNATURE OF APPROVING OFFICIAL G K Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9277

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-1-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(79)308

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/1/81

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

Columbia River Bridge - SE Powell Blvd. Section

11. GENERAL DESCRIPTION OF WORK

Fire Hydrant Installation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 5/21/81 you are authorized to proceed with the installation of fire hydrants at the following locations by Hazelwood Water District on an actual cost basis estimated to be $21,013.47 Federal Funds $19,378.

NE Glison - East End and West End
NE Stark - East End and West End
NE Burnside - East End and West End
NE Multnomah at 97th
NE Halsey and Weidler
NE Halsey and 99th

RECEIVED
STATE HWY ENGR
JUN 5'81
REFER TO Macirvin
FOR

Info	Inves	R/D	D/R	Sign	Act	File

m.j. to 6-5

14. DATE 6/1/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

No. 64

STATE OF OREGON

INTEROFFICE MEMO

CON 5
9277

TO: Mr. E. L. Hardt
Region 1 Engineer

DATE: May 26, 1981

FROM: Walter J. Hart
Bridge Engineer

SUBJECT:
Retaining Walls
Columbia River-S.E. Powell Blvd.
E. Portland Freeway
Contract 9277

The contractor on the subject project by letter of May 8, 1981, requested permission to build the alternate reinforced earth walls rather than the reinforced concrete wall alternate he bid on. We would prefer the reinforced concrete wall alternate that was contracted for.

WJH:smd

cc Construction
R. T. Heinz
~~J. H. Versteeg~~

REFERRED TO
____ Board __1__ Staudenmeyer
____ Cole ____ Mann ____
____ Erikson ____ Watson ____
____ Hagar ____ Dorn ____ Leu ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

__1__ Versteeg Doc
____ Anderson
__2__ Christensen LW
____ Olson
____ Sullivan
____ Terpin
__3__ Trout
____ Wakerlig

RECEIVED
MAY 27 1981
ROAD DESIGN SECTION

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Contains Recycled Materials
81-125-1387

SP*75683-125

9277

L

ROW 18-4

[illegible]

May 21, 1981

TO: D. E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Fire Hydrant Installation
Hazelwood Water District
Freeway Fire Protection
Columbia River Br.-SE Powell Blvd. Section
East Portland Freeway
Multnomah County
Project No. I-205-7(79)308

Here is a copy of an estimate of cost from Hazelwood Water District for the installation of one hydrant and the relocation of a second hydrant, dated May 4, 1981.

The fireyhydrant installation and relocation is part of a hydrant system required by Fire District No. 10 to provide fire protection for the East Portland Freeway.

An appropriate permit for the Utility's proposed hydrants will be issued as required.

Your approval of the actual cost agreement as evidenced above, and authorization to proceed with work is requested. Estimated cost to the State is $21,013.47. This is a construction item.

DES/JMC/vlw

bc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

RECEIVED
TECHNICAL SERVICES
MAY 22 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9277

L.

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16-1

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: May 14, 1981

FROM: for Donald L [illegible]
J. H. Versteeg
Road Design Engineer

SUBJECT: Columbia River Bridge-Powell Boulevard Section
East Portland Freeway
Multnomah County

Copy
Con 21 21

Attached are two letters having to do with construction sequence on the subject project. R. N. Bothman's February 19 letter recommends basically that all interchange ramps not on the initial paving job be constructed prior to the I-205 fifth and sixth lanes and the Banfield Transitway.

We had some reservations about this schedule so we contacted our Traffic Section for a similar analysis. Our Traffic Section agrees that a four-lane I-205 can handle the traffic with all interchanges constructed; however, the Banfield in its present state cannot. The Traffic Section recommends we do not construct the remaining interchanges until the Banfield Transitway has been built.

We would tend to agree with our Traffic Section and would like your opinion on the matter.

cc D. N. Stoudenmeyer

NOTED
E. S. HUNTER

cc [illegible] (spec.)
[illegible]
5-27-81

RECEIVED
TECHNICAL SERVICE
MAY 14 '81
REFER TO
FOR

Info	Initial	R/D	D/R	Sign	Act	File

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7

DATE: April 23, 1981

1 Versteeg
Anderson
Christenson
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 27 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

TO: J. H. Versteeg
Road Design Engineer

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Analysis
Stage Construction Interstate 205 Freeway

The question has been asked whether the initial opening of Interstate 205 as a four-lane facility can satisfactorily accommodate traffic with all interchange ramps open.

An analysis of level of service on Interstate 205 was conducted based on 1985 traffic projections. The results indicate that Interstate 205 can be expected to operate at an acceptable level of service D or better.

While acceptable operating conditions are anticipated on Interstate 205 proper, the Banfield Freeway lacks capacity to accommodate the traffic from the successive on-ramps at the South Banfield Interchange. This assumes the six-lane capacity improvement of the Banfield Transitway project has not been completed by 1985. Opening all of the South Banfield Interchange ramps should be avoided until after completion of the Banfield Transitway project.

Because of the problems of opening all of the South Banfield ramps, other alternative ramp openings were considered. By opening ramps to and from the south at either Washington or Glisan, while the SW and WS ramps at South Banfield are closed to traffic, high volume at the northern most ramp pair can be expected. This is caused by traffic destined between the Banfield and Interstate 205 South using the closest ramp connection opportunity. Traffic increases of over 10,000 vehicles could be expected on either Stark/Washington or Glisan between Interstate 205 and 82nd Avenue. The intersection of 82nd Avenue and either of these routes would experience increased delays and reduced levels of service. These options create disadvantages that are best to avoid.

An additional alternative that partially opens the South Banfield ramps was also studied. All South Banfield ramps except the NW ramp and the connections between Glisan Street and the SW and WS ramps were assumed opened to traffic. Figure 1 illustrates this option. Two qualifications are prerequisites to this option. The first would require the Banfield HOV lanes to be opened to all traffic. This allows 500-600 additional vehicles per hour the use of the HOV lanes above their present usage during peak periods. Secondly, the eastbound HOV lane should be extended to the WS ramp. These adjustments improve the capability of the Banfield to accommodate the expected traffic demand.

One concern of this alternative is the impact of the Banfield Transitway construction taking place after the ramps connecting Interstate 205

South to the Banfield are opened. During the transitway construction, three westbound lanes should be maintained west of 82nd Avenue and eastbound to the WS ramp during peak directional traffic periods. After completion of the transitway project, the balance of the South Banfield Interchange ramps can be opened to traffic.

George

L. E. George
Traffic Engineer

JH:ds
Attachment

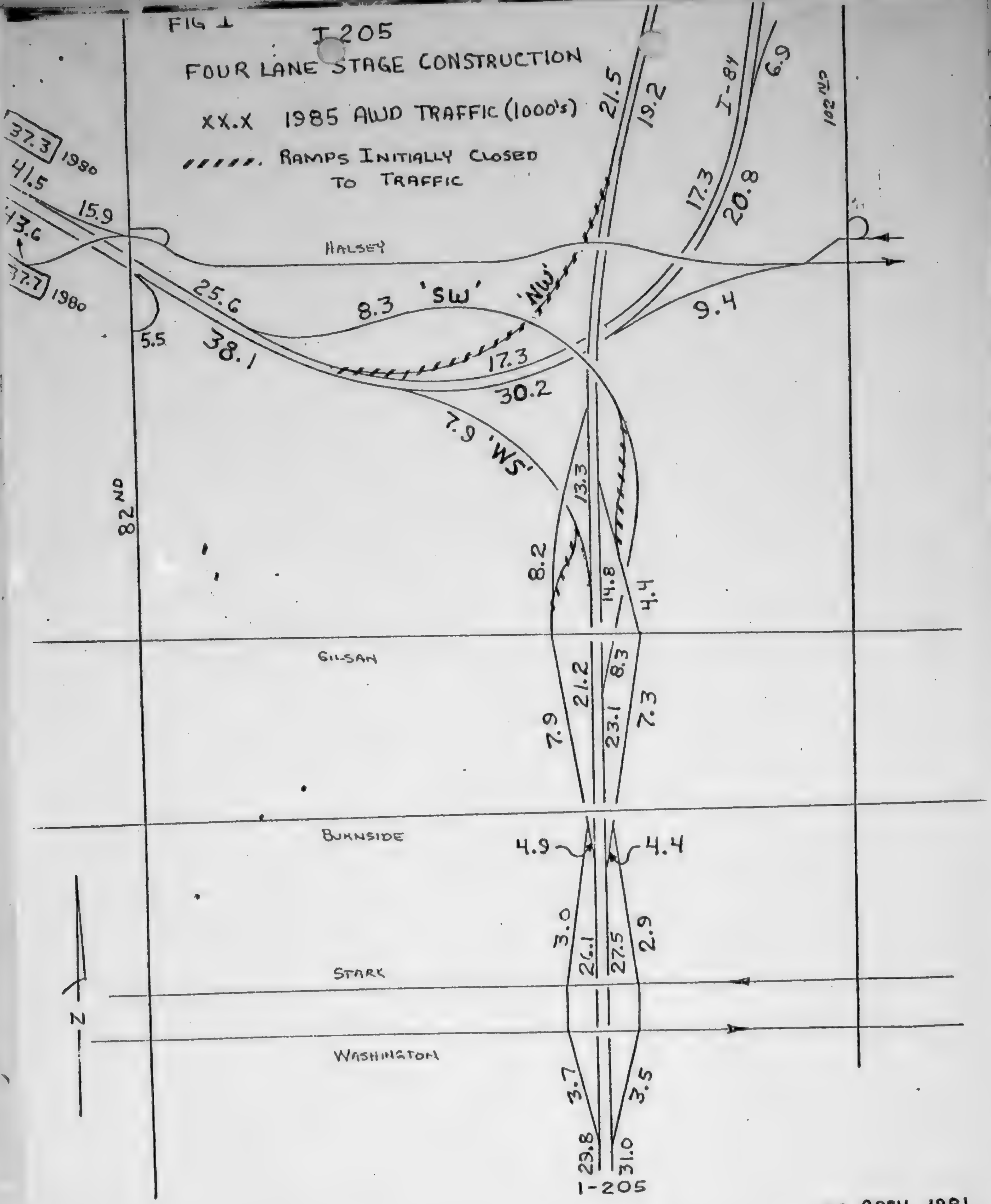
FIG 1

I 205

FOUR LANE STAGE CONSTRUCTION

XX.X 1985 AWD TRAFFIC (1000's)

RAMPS INITIALLY CLOSED TO TRAFFIC



37.3 1980
41.5
15.9
43.6
37.7 1980
5.5
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38.1
8.3 'SW'
'NW'
17.3
30.2
7.9 'WS'
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I-84
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1-205

23 APRIL 1981

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: February 19, 1981

File No:

RECEIVED
TECHNICAL SERVICES
FEB 20 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

2/26/81

TO E. S. HUNTER
Ass't State Highway Engineer

FROM R. N. BOTHMAN
Administrator Robert Bothman

SUBJECT Four-Lane Stage Construction
East Portland Freeway
I-205
Multnomah County

I have reviewed your four-lane stage construction proposal for I-205.

You recommend the three ramps at Washington and POwell and the northbound on-ramp at I-205 from the Banfield be included in the paving contract for the four-lane facility. These are recommendations we requested.

You recomend the southbound off-ramp from I-205 to the Banfield not be constructed. I agree with this recommendation based on several assumptions. The principal assumption is that the opening of the freeway without this ramp connection will not adversely overload the local street system. The second assumption is that we will realize maximum usage of the I-205 bridge and corresponding relief to the I-5 freeway and Interstate Bridge. Thirdly, I assume the estimates provided by the Bridge Section accurately indicate the cost would far outweigh the short-term benefit to the users of this structure, if constructed early.

Finally, I request consideration be given to traffic circulation in determining the sequence of work for the remainder of the freeway construction. Projected 1985 traffic volumes indicate that a four-lane facility could accommodate the traffic that would use the freeway that year. Actually, traffic volumes on I205 would be 20,000 ADT below the current volumes on the Banfield in the vicinity of 82nd Avenue. It is, therefore, logical to complete the I-205 interchange ramps prior to paving the fith and sixth lanes. It is my understanding that the lanes to be added in the future will be inside lanes, thus, construction of the interchange ramps before the paving could be handled easily, there being no additional expense for temporary connections.

In constructing the interchanges, I recommend the south Banfield interchange be constructed first, followed by Stark/Washington, and Division Street. In constructing the south Banfield interchange, there are certain advantages to completing the southbound to westbound ramp and the Glisan ramps as soon as possible and prior to the northbound to westbound ramps. I believe this can be accomplished by a sequencing of the work to allow construction of the portion of the northbound to westbound ramp over the southbound to westbound ramp prior to completion of the SW ramp. Once that construction was completed, the SW ramp could be completed and opened to traffic. There is a significant benefit to traffic if this can be accomplished. Also, if the Glisan ramps can be opened at an early date, those people who lose access to 82nd Avenue area by closure of the existing Banfield eastbound ramp to 82nd AVenue, would gain relief by early completion of the Glisan ramps. Completion of the NW ramp would follow after the other three ramps were opeoned. I believe this can be accomplished by proper sequencing. The benefits to be derived from this sequencing off-set the cost of the effort to sequence the work itself.

In responding to your memo, I have assumed that upon completion of the four - lane stage construction, that the contract on the south Banfield interchange will be awarded in early fiscal 1983. With this schedule, traffic diverting to the local city streets could look forward to an opening to the Banfield westbound in 1985 or earlier.

? when $ available

po

cc: F. B. Klaboe
H. S. Coulter

1 Versteeg /
Anderson
3 Christensen Doc
2 Olson WDP.
Sullivan
Terpin
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Wakerlig
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FEB 26 1981
ROAD DESIGN SECTION
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3-1-81 Copy to Bridge for comments on sequence of S. Banfield Int.

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9272

4-14-81

L. A

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(79)308

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/14/81

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

Columbia River Bridge - S. E. Powell Blvd.

11. GENERAL DESCRIPTION OF WORK

Fire Hydrant Installation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 4-8-81, you are authorized to proceed with the installation of one fire hydrant and relocation of fire hydrant at Division & I205 by Powell Valley Water District on an actual cost basis estimated to be $2,584 - Federal funds $2,383.

RECEIVED
STATE HWY ENGR
APR 17 '81
REFER TO
[illegible]
FOR
Info | Inves | R/C | D/A | Sign | Act | File

4-17-81

14. DATE 4-14-81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9277 4-14-81 L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(79)308

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO
Mr. H. S. Coulter,
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-14-81

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
Columbia River Bridge - S. E. Powell Blvd

11. GENERAL DESCRIPTION OF WORK
Fire Hydrant Installation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 4-8-81, you are authorized to proceed with the installation of two fire hydrants by the City of Portland Bureau of Water Works on an actual cost basis estimated at a TEC of $10,087 - Federal funds $9,302.

RECEIVED
STATE HWY ENGR
APR 17 '81
REFER TO
FOR
Info Invest Rep Draft Sign Act File

Engr. 4-17-81

14. DATE 4-14-81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7277

ROW 18-4

April 8, 1981

TO: D. E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Fire Hydrant Installation
Powell Valley Road Water District
Freeway Fire Protection
Columbia River Bridge-S.E. Powell Blvd. Sect.
East Portland Freeway
Multnomah County
Project No. I-205-7(79)308

Here is a copy of an estimate of cost from Powell Valley Road Water District for the installation of one hydrant and the relocation of a second hydrant, dated March 18, 1981.

The fire hydrant installation and relocation is part of a hydrant system required by Fire District No. 10 to provide fire protection for the East Portland Freeway.

An appropriate permit for the Utility's proposed hydrants will be issued as required.

Your approval of the actual cost agreement as evidenced above, and authorization to proceed with work is requested. Estimated cost to the State is $2,584. This is a construction item.

DES/JMC/llr

bc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

RECEIVED
TECHNICAL SERVICES
APR 9 '81
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

9277

L.

NOTED
E. S. HUNTER

ROW 18-4

April 8, 1981

TO: D. E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Fire Hydrant Installation
Bureau of Water Works
City of Portland
Freeway Fire Protection
Columbia River Bridge-S.E. Powell Blvd. Sect.
East Portland Freeway
Multnomah County
Project No. I-205-7(79)308

Here is a copy of an estimate of cost from the Bureau of Water Works, City of Portland for the installation of fire hydrants, dated February 2, 1981.

The fire hydrant installation is part of a hydrant system required by Fire District No. 10 to provide fire protection for the East Portland Freeway.

An appropriate permit for the Utility's proposed hydrants will be issued as required.

Your approval of the actual cost agreement as evidenced above, and authorization to proceed with work is requested. Estimated cost to the State is $10,087. This is a construction item.

JMC/llr

bc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

RECEIVED
TECHNICAL SERVICES
APR 9 '81
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

9277

L.

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 19

TO: ✓F I L E

DATE: April 1, 1981

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 9, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 9, 1981, on the following projects:

1. Columbia River Bridge-S.E. Powell Boulevard
   East Portland Freeway
   Multnomah County

   A 10-foot wide independent bikeway is to be constructed on this project.

2. Dewey Avenue U.P.R.R. U'Xing (Baker)
   Baker-Unity Highway, Baker County
   Structure.

   Bikeway project. A railroad undercrossing facility for bicycles adjacent to the highway undercrossing is being constructed.

3. Crater Lake Highway @ Lake of the Woods Highway, Avenue "G" and Linn Road
   Crater Lake Highway, Jackson County
   Traffic Signals.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

Contains
Recycled
Materials
81-125-1387

9277

3-11-81

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(79)308

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/11/81

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

Columbia River Bridge - SE Powell Blvd.

11. GENERAL DESCRIPTION OF WORK

Grade, drain and rock base

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW.

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's March 9, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $11,300,000 Federal Funds $10,420,860.

A signed copy of the Title Sheet is returned herewith.

orig w/[illegible]
4-1-81

RECEIVED
STATE HWY ENGR
APR 7 '81
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign

14. DATE 3/11/81

15. SIGNATURE OF APPROVING OFFICIAL G K Hassmer

16. TITLE Acting Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9277

1-205

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/25/81

Donald L. Rout

~~[illegible]~~
Paul

Apr 9
~~March 26,~~ 1981 Bid Letting __________ All Clear Deadline

SECTION Columbia River Bridge-SE Powell
Highway East Portland Freeway
County Multnomah Region 1
Type of Work G-CTBase-Drain Funds FAI
State___ Consultant ___ Plans Avail.___Yes ___No

~~DSL Storm Sewer outfall~~
~~Noise~~

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS		☒			☒	
Negative Declaration	☒					
Project Assessment	☒					
Write-off Letter	☒					

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands		☒	☒	☒	☒	Storm Sewer Outfall
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey		☒			☒	
Cultural Salvage	☒					

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study		☒			☒	

9277 2-26-81 L

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(13)300

2. STATE PROJECT NO. See below

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. I-543

2A. COUNTY NAME Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/24/81

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

Clackamas River - Washington State Line

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* utility adjustment Parkrose Water District (Columbia River Bridge - SE Powell Blvd.)

13. REMARKS

As requested in Mr. Swan's letter of 2/18/81 you are authorized to proceed with the actual adjustments for Parkrose Water Districts 6" waterline at NE 112th Avenue. Reimbursement on an actual cost basis estimated to be $22,000 Federal Funds $20,288 is approved. I approve the agreement with Parkrose Water District.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

(The above authorization does not require an additional obligation of funds to the project.)

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HWY ENGR
MAR 12 '81

Orig to [illegible] 3-20-81

14. DATE 2/24/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE Acting Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9277

L

ROW 18-4

NOTED
E. S. HUNTER

February 18, 1981

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Water Main Relocation
Parkrose Water District
Clackamas River-Washington State
Line Utility Project
(Col. R. Br.-SE Powell Blvd.)
East Portland Freeway
Multnomah County
Utility Project I-205-7-(13)300

RECEIVED
TECHNICAL SERVICES

FEB 19 '81

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Here is a copy of an estimate of cost to adjust Parkrose Water District's facilities dated February 3, 1981, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the District's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the District dated Jan. 6, 1981 is enclosed.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the District's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $22,000.00.

DES/JMC/vlw
Enc.
cc: E. S. Hunter ✓
Jack M. Cartwright
Gary Kennen

9277

1-19-81

1.

U. S. DEPARTMENT OF TRANSPOR ION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-205-7(79)312

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
80158

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

org to.

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STATE HWY ENGR
JAN 27 '81
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DATE PS&E APPROVED 8/19/80	DATE AUTHORIZATION EFFECTIVE 1/19/81	FEDERAL ROUTE NUMBER Interstate 205 STATE ROUTE NUMBER Primary 64

GENERAL LOCATION:
Columbia River Bridge - SE Powell blvd. Section

GENERAL DESCRIPTION OF WORK:
Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program change
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PR-9 dated 1/9/81 I approve the program change to extend the project southerly 3.9 miles, delete H-T pavement, and add grade and drain. Also, I approve the revised construction costs to a TEC of $11,300,000 Federal Funds $10,420,860.

(Increase TEC $3,718,420 Federal Funds $3,429,127)

DATE 1/19/81	SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-886

9577 1-205

/

STATE OF OREGON INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: January 12, 1981

CON 5
13516-C

FROM: L. L. Wallace L. L. Wallace
Assistant Bridge Engineer

SUBJECT: Columbia River-Powell Boulevard Section
East Portland Freeway
Multnomah County

Construction of the "S.W." ramp in the South Banfield Interchange was planned to follow construction of the "N.W." ramp and "LRT" line. Traffic staging to allow for the construction of the "NW" and "LRT" structure utilized the area occupied by the "S.W." fill. There is not sufficient room to relocate this traffic staging.

Other methods of constructing the "NW" and "LRT" structures are required if this traffic staging area is not available.

One method is to utilize steel box girder construction which can be placed over traffic. This introduces an extra cost of approximately $1,500,000 to $2,000,000. It also adds a future, on-going maintenance cost. A steel structure for the "LRT" also introduces liveload deflection problems which may not be acceptable to TriMet. This type of steel structure is fracture critical and fabrication must follow very restrictive procedures.

A second method is to construct poured-in-place concrete structures on falsework over traffic with the resulting hazards to traffic and extra falsework cost to provide the opening required at this acute crossing angle.

It would be advantageous to include the "SW" structure in the same contract as the "NW" and "LRT" structure.

JEB:jrb

REFERRED TO
✓ Stoudenmeyer
Beard
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ROAD DESIGN SECTION

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Contains Recycled Materials
81-125-1387

SP*75683-125

9277

December 24, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Oregon Project I-205-7(2)303
Columbia River-Powell Blvd. Section
East Portland Freeway
Your File HFO.6-OR

We have been reviewing the pavement design for the subject section as discussed in your Memorandum of November 5, 1980, and will be constructing continuously reinforced concrete pavement and shoulders.

This has been discussed and approved by all interested parties.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
R. N. Bothman
E. L. Hardt
C. T. Keasey
J. H. Versteeg

DOC:ja ge

CON 21-2
I-205c

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(2)303
Columbia River-Powell Blvd. Section
East Portland Freeway

Date: November 5, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

In reviewing preliminary plans for the proposed stage construction it is noted that the temporary striping is superimposed on the original PCC pavement/AC shoulder configuration. This results in travel lanes of different color and texture with the separation being offset well into one of the lanes. Under a variety of weather and lighting conditions for an undetermined period of time I believe this will result in unsafe operating conditions and significantly contribute to driver confusion.

The temporary arrangement could be in effect for several years. Experience has shown that a smooth joint between PCC and AC is difficult to maintain. Truck traffic on the AC shoulders will cause pavement deformation resulting in premature maintenance and poor riding quality.

I strongly recommend that all through travel lanes be of the same material and texture. Please reconsider the typical section for this project in the interest of motorist safety.

G. L. Green

cc:
OSHD/Metro (R N Bothman, Admin)
OSHD/Milwaukie (E Hardt, Reg Engr)
OSHD (D O Christensen, Eng)

RECEIVED
STATE HWY ENGR
NOV 6 - '80
REFER TO
FOR
☒ Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File

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STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16-1

TO MEMO TO THE FILE

DATE December 11, 1980

FROM Don Stoudenmeyer
Don Stoudenmeyer
Design Engineer Supervisor

SUBJECT Columbia River Bridge-Powell Boulevard
East Portland Freeway
Multnomah County

NOTED
E. S. HUNTER

The PCC pavement on the subject project was originally planned to be 11 inches in depth. Grading plans have been completed and are under way on that basis.

We have approval now to have only 10 inches of PCC; therefore, we plan to raise the subgrade 1 inch. This will be accomplished in the following manner:

On the Columbia River Bridge-Powell Boulevard 4-lane grading job, we will revise the grade line on Government Island and the S. Channel-Columbia Slough Section.

The grading contract on Columbia Slough-Failing should be revised the 1 inch during construction.

The Failing-Hancock Section will be raised with a 1-inch leveling course under the Columbia River Bridge-Powell grading job.

The Hancock-Yamhill grading job should be revised the 1 inch during construction.

The Yamhill-Powell Section will be raised with a 1-inch leveling course under the Columbia River Bridge-Powell grading job.

Region should see to the revision on their two on-going jobs and we will revise our upcoming job to reflect this 1-inch subgrade raise.

DNS:ja

cc E. S. Hunter
Marion Craft
Bill Tison
Jim McNamee
Norm Henry

RECEIVED
TECHNICAL SERVICES
DEC 12 '80
REFER TO
FOR
Info Inves R/D D/R Plan Act

9277 L

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(-)309
East Portland Freeway
Continuously Reinforced Concrete
Pavement Thickness

Date: November 24, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

By October 18, 1980, letter Mr. Versteeg requested approval of an 11-inch thick continuously reinforced concrete pavement for the remaining section of I-205 (Columbia River Bridge-Powell Boulevard) based on a Research Report titled Material Property Requirements for Zero-Maintenance Continuously Reinforced Concrete Pavements, by Messrs. Elkins, Roberts, and Kennedy.

Our analysis of the proposed 11-inch pavement showed that it is in excess of the thickness permitted by current FHWA policy. The 11-inch thickness is also greater than that required to provide a terminal serviceability index of 3.0, which is a definition for zero maintenance.

It appears that Mr. Versteeg may have misinterpreted the information contained in the paper by Elkins, Roberts, and Kennedy. This paper, which was prepared for the 1980 Annual Meeting of TRB, described one portion of the research work they performed under Project DOT-FH-11-9349, sponsored by the Federal Highway Administration. This project called for determining the properties of a number of materials which might provide a "zero-maintenance" pavement. To evaluate continuously reinforced concrete pavement, a load application of 40 million 18 kip equivalent axle loads and an 11-inch thickness were chosen. The values of the input variables held constant in analyzing the fatigue cracking are outlined in table 2 of the paper. Various combinations of the modulus of elasticity for the PCC and subbase were then analyzed to determine if the zero-maintenance requirements were satisfied. This analysis showed that for certain combinations of moduli an 11-inch pavement will handle 40 million or more 18k load applications before producing class 3 or 4 fatigue cracking. The study showed that an 11-inch CRCP pavement could provide zero-maintenance for a high traffic volume facility if certain material properties were met. A finding was not made that an 11-inch CRCP pavement thickness was required to provide for zero-maintenance.

The predicted 18 kip load applications for the design lane of the East Portland Freeway are less than half that used in the research analysis. Since this research project did not result in development of a design procedure, analysis of the pavement for any specific project would require evaluation using an elastic layer model in a manner similar to the way the research was performed.

The serviceability index equation developed by Darter and Barenberger and

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referred to on page 6 of the paper, is for zero-maintenance design of plain jointed concrete pavements. The East Portland Freeway was analyzed using this procedure and it was found that a 10-inch plain jointed concrete pavement should provide a "zero-maintenance" design for serviceability and performance.

It should be pointed out that both the ARE research and the work by Darter and Barenberger are part of a larger program to improve the performance of pavements. None of the results has received adequate testing in the field to allow adoption. However, these procedures can be used as tools to analyze specific problems. The policy of FHWA continues to call for design of pavements using the AASHTO Interim Guide for Design of Pavement Structure, 1972. The pavement design for this project was analyzed using the AASHTO Interim Guide. This analysis indicated a slab thickness of approximately 9 inches is required for a CRCP and 10 inches for a plain jointed pavement. FHWA policy permits a slab thickness for CRCP up to that for a comparable thickness of jointed pavement, when local experience indicates that added thickness is desirable.

Since this is a high volume urban freeway, a premium pavement is probably warranted. Therefore, we will honor the previously approved 10-inch CPRC section for subject project.

If you have any questions regarding our analysis, we would be happy to discuss it with you.

G L Green

G. L. Green

cc:
OSHD (C J Gregg, Loc)
OSHD (J H Versteeg, Eng)

9277 1-205

1

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16-1

TO: MEMO TO THE FILE

DATE: November 19, 1980

FROM: D N Stoudenmeyer
Donald N. Stoudenmeyer
Preliminary Design Supervisor

NOTED
E. S. HUNTER

SUBJECT:
Columbia River Bridge-Powell Boulevard
East Portland Freeway
Multnomah County

A plans-in-hand review on the subject project will be held Tuesday, December 9 at 9:30 a.m. in the Region 1 office. Transportation for those in the Salem area will leave from the DOT loading dock at 8:00 a.m.

The following matters will be discussed:

1. Does Sandy Boulevard need an overlay?
2. Location of 12-inch water line at N. Banfield Interchange.
3. Is inlet staging to subgrade proper on grading job?
4. There will be other contractors in several of the areas.
5. P.C.C. has been approved for full width, rather than A.C. shoulders as shown on the plans.
6. Columbia Boulevard is planned for paving with the grading job but Airport Way is not.
7. Is the jail access road location acceptable?
8. Should treated base be constructed 6 inches over entire job or just under future P.C.C. pavement?
9. A disposal area for excess material in the north end is needed.

REFERRED TO
____Beard ____Stoudenmeyer ____
____Cole ____Mann ____
____Eriksen ✓ ____Watson W
____Hager ____Dorn ____Lou ____
[✓ Return] Discuss Do File Copy Due____
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
____Anderson
2 Christensen DH
____Olson
3 Sullivan Jws
____Terpin
____Trout
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ROAD DESIGN SECTION

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10. Both a complete "cut down" version plan and a grading "cut down" version plan will be discussed. The grading plan is scheduled for a February letting.

DNS:ja

cc Marion Craft
Ken Limbocker
Paul Galloway
Elmer Scofield
Glen Clark - Please provide a van for the 7 Salem members.
Carl Williams
C. T. Christianson - FHWA
Norm Henry
D. N. Stoudenmeyer

9277

1-205, 1

J. E. Backstrand
Structural Design Engineer

Odtober 14, 1980

D. N. Stoudenmayer
Design Engineer Supervisor

Columbia River Br.-S.E. Powell Blvd.
East Portland Freeway
Multnomah County
Funding: FAI
Scheduled Date, February 1981

This is to inform you that a gate and thrust anchor design will be required for the 36-inch storm sewer pipe. This pipe is a diversion pipe from the trunk line to the pump house, left of Sta. 180.

DNS:ab

9277

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

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OCT 14 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sugg | Act | File

In Reply Refer to
File No

October 14, 1980

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

Dear Mr. Green:

Re: Continuously Reinforced Concrete
Pavement Thickness
East Portland Freeway (I-205)

The Federal Highway Administration supports the concept of zero-maintenance pavement on urban freeways. Zero-maintenance pavement is understood to mean that the pavement structure will be maintenance free for a minimum of 20 years and will require only routine maintenance for 10-20 years thereafter.

The Research Report DOT-FH-11-9349 sponsored by the Federal Highway Administration investigated material property requirements for continuously reinforced concrete pavements. The report, by ARE Engineering Consultants of Austin, Texas, was presented at the 1980 meeting of the Transportation Research Board.

The following is quoted directly from page 6 of the Research Report prepared by ARE Engineering Consultants:

"Layer Thickness

"The AASHO design procedure was used as a preliminary design for rigid pavements. A small study using two types of subbases, three subbase thicknesses, and their corresponding moduli was performed using a load transfer value of 2.2. This study was followed by an analysis using the serviceability index equation developed by Darter and Barenberger (6) for zero-maintenance rigid pavements. Comparison of the required thickness of the PCC surface layer, determined by both the AASHO and Darter procedures, indicated that the AASHO procedure underdesigned the surface thickness by about an inch at a medium level of subbase modulus. Since Darter procedure is also based on data collected at the AASHO Road Test but over a longer period of observation, it was selected as a means of selecting the cross section design. The thicknesses selected to represent a typical premium CRC pavement cross section were:

"PCC Surface Thickness = 279 mm (11 inches)

"Subbase Thickness = 203 mm (8 inches)"

The following excerpts from the above statement are of critical importance in discussing the pavement thickness of continuously reinforced concrete pavements:

(1) "...Comparison of the required thickness of the PCC surface layer, determined by both the AASHO and Darter procedures, indicated that the AASHO procedure underdesigned the surface thickness by about an inch at a medium level of subbase modulus..."

(2) "...Since Darter procedure is also based on data collected at the AASHO Road Test but over a longer period of observation, it was selected as a means of selecting the cross section design..."

(3) "...The thicknesses selected to represent a typical premium CRC pavement cross section were:..."

(4) "...PCC Surface Thickness = 279 mm (11 inches)..."

Based on the premise that the Federal Highway Administration supports the concept of zero-maintenance pavement structures and that on a typical premium CRC pavement cross section the concrete pavement should be 11-inches thick we are asking a reconsideration of our previous submittal on I-205.

This is a request for FAI participation for the 11-inch Continuously Reinforced Concrete Pavement proposed for I-205 Freeway in Portland. In support of our request for 11-inch concrete pavement, we refer you to Research Report titled Material Property Requirements for Zero-Maintenance Continuously Reinforced Concrete Pavements, by Messrs. Elkins, Roberts, and Kennedy, sponsored by the Federal Highway Administration.

Very truly yours,

J. H Versteeg

J. H. Versteeg
Road Design Engineer

JHV:ab
cc: H. S. Coulter E. S. Hunter

P277

1-205 1

STATE OF OREGON
ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

TO: Memo to the File

DATE: October 3, 1980

FROM: Don Stoudenmeyer
Preliminary Design Section

SUBJECT: Columbia River Bridge-Powell Blvd.
East Portland Freeway
Multnomah County

Region 1 has been requested by phone to get a price agreement with the Hancock-Yamhill grading contractor to remove additional excavation in the South Banfield area. The material is to be stockpiled on the west side of the freeway for future use in the South Banfield Interchange project.

This additional grading is to be only that which can be accomplished this year and it is to be done only after all the grading on the existing contract has been completed.

DS:rr

cc: Marion Craft
James McNamee
Budd Mann
George Hopkins

1 Versteeg ✓
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3 Sullivan JWS
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STATE OF OREGON

INTEROFFICE MEMO

1-205-1

TO: MEMO TO THE FILES

DATE: August 28, 1980

FROM: DNStoudenmeyer
D. N. Stoudenmeyer
Design Engineer Supervisor

SUBJECT: Columbia River Bridge-Powell Blvd.
East Portland Freeway
Multnomah County

1 Versteeg ✓
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A meeting was held on Thursday, August 28th, in the Transportation Building in Salem on the subject project. The following attended:

Duane Christensen, Final Design
Don Stoudenmeyer, Final Design
Cliff Christianson, FHWA
Don Adams, Metro
Ed Hardt, Region 1
Lenn Wallace, Bridge
Jerry Backstrand, Bridge
Rob Edger, Bridge
Glen Clark, Traffic
Elmer Scofield, Traffic

The cut-down version of the subject project was thoroughly discussed. It was decided that Don Adams should contact Multnomah County and obtain their concurrance in constructing full width P.C. concrete pavement on the main line rather than the presently proposed asphalt shoulders.

Metro and Traffic recommended we use 12-foot driving lanes rather than the proposed 11-foot lanes. This would be accomplished by reducing the shoulders and median by 1-foot on either side. This proposal will be discussed and a decision made. Section "A" would remain with 11-foot lanes as planned.

Region and Metro are to look into possible modification of the Columbia Boulevard Interchange to reduce its use during this interim design which could overload the local streets.

Bridge is to check on construction and permanent lighting.

Hopefully, preliminary plans will be ready the middle of September.

Full width P.C. concrete ramps were discussed and it was suggested by Metro that on single lane 26-foot ramps, we could machine pave 24-foot wide and use B-1 modified curb and gutter combination to provide the additional foot on each side. This design will be considered.

DNS:ab
cc: All Participants
Norman Henry

81-125-1387

9277

L

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 22, 1980

DES 16-1

RECEIVED
STATE HWY ENGR
AUG 25 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attn. Glenn Hossner

Dear Sir:

CRC Pavement Thickness
Columbia River Bridge-Powell Boulevard
East Portland Freeway
Multnomah County

Your December 14, 1978 memorandum approved a base design calling for 11 inches of CRPCC on a 6-inch treated base. Subsequently, on April 26, 1979, an FHWA memorandum stated that contrary to previous approval of the 11-inch CRPCC, you could not approve the 1-inch extra allowance which was incorporated into it for future restoration of skid surface and transverse cross slope by milling.

On May 10, 1979 we opened bids on Contract 8921, S.E. Powell Boulevard-S.E. Foster Road, which included the 11-inch CRC pavement. The decision at that point in time was to proceed and construct the 11-inch CRC pavement. It was reasoned that the additional cost of concrete and reinforcing materials was not a significant cost compared to the benefits gained.

The remainder of I-205 to be contracted contains approximately 448,000 square yards, or 63.6 lane miles, of CRC pavement. The additional cost of the materials for one inch of concrete pavement would be $740,000.

The condition of the existing concrete pavement surface on I-205, which has been opened to traffic for approximately 5 years, was discussed with Marion Craft. According to Marion, the original textured surface in the traveled area has been virtually worn off (approximately a quarter inch). This has resulted with less than design traffic. It is reasonable to assume that when fully opened to through traffic, this wear will be accelerated.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

The concrete pavement on I-5 in Portland has experienced considerable wear from studded tires, which resulted in a need to restore the surface texture by transverse sawing in January, 1971. This texture was worn off and the surface overlayed with asphalt in June, 1975. Overlaying of the Marquam Bridge deck is now being contemplated for similar reasons.

The additional thickness of concrete would extend the time before major surfacing work would be required, thus reducing interference to traffic and resulting potential accidents, and would provide increased safety to the motoring public in being able to maintain a good skid surface on a timely basis at minimal cost.

It is recommended that approval be given to construct the remaining CRC pavement to an 11-inch thickness.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

DOC:ja

bc H. S. Coulter
E. S. Hunter
D. H. Moehring
R. N. Bothman
E. L. Hardt

1981 Dewey Ave. U.P.R.R. 9278
U'Xing (Baker) Sec. of the Baker-
Unity Hwy. (Bicycle Ramp)

1278

L

9 9 82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Hansen Electric Co. No. 9332	Pendleton/John Day Hwy. @ SW 20th St. (Pendleton) Umatilla County	August 4, 1982
Electric Corp. No. 9365	Pacific Hwy. E. @ Lana Ave. NE (Salem) Marion County	August 9, 1982
Ausland Construction, Inc. No. 9371	Manzanita Safety Rest Area Josephine County	August 11, 1982
Hamilton Electric, Inc. No. 9282	Beaverton/Tualatin Hwy. @ SW Locust St. Washington County	August 16, 1982
Weaver Construction Co. No. 9422	South Pine Creek Bridge Harney County	August 18, 1982
Douglas S. Coats, Inc. No. 9278	Dewey Ave.-UPRR U-X'ing (Baker) Baker County	August 18, 1982
Sims Electric, Inc. No. 9390	SE King Rd. @ SE Price Fuller Rd. Clackamas County	August 19, 1982
Holst Construction Co. No. 9421	Scappoose Creek Bridge Columbia County	August 25, 1982
Michael A Becker, Gen. Contractor No. 9405	Whitney Sand Storage Shed Baker County	August 31, 1982
Steeck Electric Co. No. 9281	Wallowa Lake Hwy. @ Monroe Ave. (LaGrande) Union County	August 31, 1982

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September 9, 1982

Vernon E. Schwartz
W. E. Schwartz, P.E.
Asst. State Highway Engineer

9278

August 26, 1982

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9278

Gentlemen or Ladies:

On August 18, 1982, we wrote to you concerning release of final payment on Contract No. 9278 awarded to Douglas S. Coats, Inc., for a bicycle ramp on the Dewey Avenue U.P.R.R. Undercrossing (Baker) Section of the Baker-Unity Highway in Baker County.

Final payment on this contract is $1,002.07 and the total contract amount is $90,784.80, including $2,326.89 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

bc: C. T. Keasey
Walt Hart
Robert Hector

9278

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

March 5, 1982

NOTED
H.S. COULTER

CON 5 #9278

Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

RE: Time Extension Request
Dewey Avenue UPRR Undercrossing
Contract No. 9278

Gentlemen:

Your request for reconsideration of contract time on this project has been reviewed. We concur, based upon your recently submitted letter, that the project was substantially complete within the specified contract time. Hence, a contract time extension of 37 calendar days is granted which will eliminate liquidated damages on this project.

Sincerely,

C T Keasey

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:OBJ:cb

bc: H. S. Coulter ✓ (att. 1 letter)
W. E. Schwartz "
J. A. Schlieski "
Bob Church

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MAR 5 '82
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FOR

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Form 734-3123

STATE OF OREGON

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract and Administration Engineer

DATE: March 1, 1982

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CONSTRUCTION BRANCH
OAL — CA — LE — TC — FE — CP

SUBJECT: Dewey Ave. UPRR U'xing (Baker)
Baker - Unity Highway
Baker County
Contract 9278

"Review of Extension of Time Request"

Attached are various documents concerning an extension in time for the Dewey Avenue Undercrossing project at Baker. We had considered this at one time and decided against granting additional time. New information is now brought to light and we now think it appropriate to reconsider the matter.

The contract called for completion before school was to start last Fall. At that date, August 28, 1981, all work except for the specified chainlink fabric was satisfactorily completed. The reason that the wire fabric was not in place was because the fabric supplier was unconcerned about meeting any deadlines that we or the contractor had.

Also, at that time the supplier did install a temporary chainlink fabric fence that he removed and replaced with specified materials at a later date.

We now believe that the contractor and his fencing subcontractor acted as responsibly as they could have and that the public has not been inconvenienced or hurt in any way. Therefore, we are recommending that 37 calendar days be granted and that liquidated damages be eliminated.

R. D. Hector
Region Construction Engineer

RDH/dp
Enc.
cc: J. A. Schlieski

3-4-82

<TK —

I concur with Region. We have no need for the holding of liquidated damages since the contractor did, in fact, substantially complete the work within the specified contract time. The work that was late was corrective work.

9278

February 25, 1982

Baker Radi-Mix, Inc.
P. O. Box 825
Baker, OR 97814

CON 5
#9278

Attention: Leo Payne, Controller

Gentlemen or Ladies:

Thank you for your letter of February 19 advising us that payment has been received in connection with a claim filed for asphalt in place and concrete in the amount of $4,804. In December of 1981 you advised us that partial payment had been received, leaving a balance of $474.47.

This claim was filed against Contract No. 9278 with Douglas S. Coats, Inc., for the bicycle ramp on Dewey Avenue U.P.R.R. Undercrossing in Baker.

We will advise the prime contractor and the surety that the remaining balance has been paid. We will also clear our files on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

FROM

Baker Redi-Mix Inc.
P. O. BOX 825
BAKER, OREGON 97814
Phone 523-4447

To

OSHD
Manager Comm. Services
Room 121
Transportation Building
Salem, Or. 97310

DATE 2/19/82 SUBJECT File No: CON 5 #9278

FOLD

MESSAGE

Baker Redi Mix, Inc. hereby acknowledges payment has been received on subject claim.

Leo Payne

SIGNED Leo Payne, Controller

DATE OF REPLY

REPLY

RECEIVED
FEB 22 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SIGNED

THIS COPY FOR PERSON ADDRESSED

9278

CON 5
#9278, 9376 & 9429

W. E. Schwartz
Region 5 Engineer
La Grande

February 24, 1982

Robert W. Gormsen
Commission Services

Insurance policy cancellation on
following contracts with Douglas S. Coats, Inc.

Contract No. 9278
Dewey Ave. U.P.R.R. U'Xing
(Baker) Section
Baker-Unity Highway
Baker County

Contract No. 9429
Chas. H. Reynolds, Baker Valley,
Weatherby & Ontario Safety Rest Areas
Old Oregon Trail
Union, Baker & Malheur Counties

Contract No. 9376
Elgin Section
Wallowa Lake Highway
Union County

Attached is a copy of a Cancellation Notice from Reliance Insurance Company for Policy No. CI3109294 covering Douglas S. Coats, Inc. This policy will be cancelled on March 9, 1982.

The above contracts with Douglas S. Coats, Inc. list this policy on their Certificates of Insurance.

If a replacement policy is needed, please ask the contractor to submit a new Certificate of Insurance for each contract showing the required coverage.

dmc
Attachment
cc: Roger Trygstad

UNITED PACIFIC/RELIANCE
INSURANCE COMPANIES
HEAD OFFICE: 33405 - 8TH AVE. SO., FEDERAL WAY, W [illegible]003

CANCELLATION NOTICE

TO ALL INSURED'S, MORTGAGEES AND LOSS PAYEES NAMED IN SAID POLICY

DATE OF MAILING 2-22-82

YOU ARE HEREBY NOTIFIED THAT POLICY NO. CI3109294 IS CANCELED AS TO ALL INTERESTS INSURED

EFFECTIVE 03 (Month) 09 (Day) 82 (Year)

PLACE OF MAILING Eugene, Oregon

☐ AT 12:00 NOON STANDARD TIME
☒ AT 12:01 A.M. STANDARD TIME
AND THAT ALL INSURANCE THEREUNDER SHALL CEASE AND TERMINATE AT AND FROM THAT DATE.

Any premium due the Named Insured, if not tendered herewith, will be refunded in accordance with the policy provisions or on demand of the Named Insured

☐ NON PAYMENT
☒ OTHER

☐ UNITED PACIFIC INSURANCE COMPANY
☒ RELIANCE INSURANCE COMPANY
☐

AGENT Selisch Insurance

By Steve Meloy
AUTHORIZED REPRESENTATIVE

NAMED INSURED AND ADDRESS

1)Douglas S. Coats, Inc.
2)Douglas Coats
P.O. Box 311
Bend, Deschutes Co., OR 97701
Pol. # CI3109294

MORTGAGEE OR LOSS PAYEE AND ADDRESS

Brooks Resources & Centry West Engineering
Corp.
P.O. Box 1174
Bend, Oregon 97701
Pol. # CI3109294

MORTGAGEE OR LOSS PAYEE AND ADDRESS

Oregon Transportation Commission
Room 121, Transportation Bldg.
Salem, Oregon 97310
Pol. # CI3109294

☐ In compliance with the Fair Credit Reporting Act (Public Law 91-508), you are hereby informed that the action taken above is being taken wholly or partly because of information contained in a consumer report from the following consumer reporting agency

NAME ______________________ ADDRESS ______________________

GEN-930 11 79

9278

2.

December 18, 1981

Baker Redi-Mix Inc.
P. O. Box 825
Baker, OR 97814

CON 5
#9278

Attention: Leo Payne

Gentlemen:

Thank you for your memo of December 14, 1981, stating that you have received partial payment on a claim against Contract No. 9278 for asphalt in place and concrete.

This was in connection with Contract No. 9278 awarded to Douglas S. Coats, Inc., for the bicycle ramp on Dewey Avenue U.P.R.R. Undercrossing in Baker.

We will note this information in our records and notify the surety and the contractor of this partial payment.

Please advise us when the remaining balance of $474.47 has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

NOTED ON CARD
JS 12/18/81

To

OSHD
Manager Comm. Services
Room121
Transportation Building
Salem, Or. 97310

FROM
Baker Redi-Mix Inc.
P.O. BOX 825
BAKER, OREGON 97814
Phone 523-4447

DATE 12/14/81 SUBJECT File No: CON 5 #9278

FOLD

MESSAGE

Baker Redi-Mix, Inc. hereby acknowledges partial payment has been received on subject claim. The remaining unpaid balance on Contract 9278 is $474.47.

SIGNED Leo Payne
Leo Payne for Terri Morris

DATE OF REPLY

REPLY

RECEIVED
DEC 17 1981
COMMUNICATION SERVICES
DEPARTMENT OF TRANSPORTATION

SIGNED

THIS COPY FOR PERSON ADDRESSED

9278 5683

files

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

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DEC 8 1981
NORMA PAULUS
SECRETARY OF STATE

December 4, 1981

FILED
DEC 8 1981
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#9278

Baker Redi-Mix, Inc.
P. O. Box 825
Baker, OR 97814

Attention: Terri Morris

Gentlemen:

This will acknowledge your Notice of Claim dated November 24, 1981, against Douglas S. Coats Construction for asphalt in place and concrete in the amount of $4,804.

The claim states this is in reference to the Douglas S. Coats, Inc., Contract No. 9278 for a bicycle ramp on the Dewey Avenue U.P.R.R. Undercrossing in Baker.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

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[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

12-14-81 tmc

Telephone (503) 523-4447

BAKER REDI-MIX, Inc.
CONCRETE - SAND & GRAVEL - ASPHALT
P. O. BOX 825
BAKER, OREGON 97814

NOTICE OF CLAIM

November 24, 1981

OSHD
Manager Com. Services
Room 121
Transportation Building
Salem, Oregon 97310

ATTENTION: Robert Gormsen

Baker RediOMix, Inc.

Against

Douglas S. Coats Construction
P.O. Box 311
Bend, OR 97701

Charges on Contract #9278, Dewey Ave. UPRR Uxing. Baker

Concrete 123¼ yds. 6.3 sack mix	$4498.64
Asphalt in place	305.36
Total Owing	$4804.00

Thank You,

Terri Morris
Baker Redi-Mix, Inc.

RECEIVED
NOV 27 1981
COMMERCIAL SERVICES
DEPARTMENT OF TRANSPORTATION

9278

L.

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 20, 1981

CON 5 #9278

Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97701

/NOTED
H.S.COULTER

Re: Time Extension Request
Dewey Avenue UPRR Undercrossing
Contract No. 9278

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. The timely acquisition of specification materials is the responsibility of the contractor. Late ordering of materials and late delivery of materials are not valid reasons for granting additional contract time. Your request is therefore denied.

Should you wish to submit additional data or to further review this matter, please contact Resident Engineer J. A. Schlieski.

Sincerely,

For C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
W. E. Schwartz "
J. A. Schlieski "

RECEIVED
STATE HWY ENGR
OCT 21 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

STATE OF OREGON

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engineer

DATE: October 15, 1981

SUBJECT: Contract 9278
Dewey Avenue UPRR Undercrossing
City of Baker
Baker-Unity Highway
Baker County

"Extension of Time Request"

RECEIVED
OCT 19 1981
CONSTRUCTION BRANCH

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Attached is a request for an extension in work time from the contractor of the Dewey Avenue bikeway project in Baker. Also attached is an evaluation from Schlieski.

I can find no basis in the request or the specification to recommend approval. Therefore, I do concur in the Engineer's evaluation and recommend that the request be denied.

R. D. Hector
Region Construction Engineer

10-19-81

CTK –

I concur with Region & Resident that request be denied.

RDH/vt
Enc.
cc: J. A. Schlieski

STATE OF OREGON

Highway Division
DEPT.

963-7545
TELEPHONE

INTEROFFICE MEMO

TO: R. D. Hector

DATE: October 14, 1981

FROM: JAS

☐ RE ☐ RCE ☐ RME ☑ ROE
☐ REA ☐

OCT 15 1981
RECEIVED
REGION 5 OFFICE

SUBJECT: Dewey Ave. UPRR U'xing (Baker)
Baker - Unity Highway
Baker County
Contract 9278

"Extension of Time Request"

The contractor has requested an adjustment in the time required to complete the subject contract. A brief history of the time used follows:

Date of award - - - - - April 14, 1981

Calendar Day Count began - - - April 27, 1981 - - - with 120 CD allowed

Work commenced - - - June 9, 1981 - - - 44 CD had elapsed before commencement

Date of 2nd notification - - - October 3, 1981 - - - 157 CD used

By August 28th all work was substantially completed with the exception of the installation of the specified chainlink fence fabric. The subcontractor did install temporary chainlink fabric along the bicycle ramp and the school yard, allowing us to open the facility for use. The 18' high backstop fence was not placed temporarily.

By the specifications the new fence, including the 18' high backstop was to be completed by August 28th. This requirement was discussed with the school officials and no hardship was incurred by them due to the incomplete backstop.

By the specifications, Section 106.08, "- - the contractor shall have no claim for any delay caused by awaiting test results." In any case I don't feel that there was any delay in the testing of these materials.

Based on the contract specifications I cannot recommend any additional time. The only fact in the contractor's favor is that the facility was in use by the specified date and no hardship was incurred by the public or the school.

cc: file

9278

Report #18

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Dewey Ave. UPRR U'xing (Baker)

WEEK ENDING: October 10, 1981

SECTION PREFIX: 801-1140

HIGHWAY: Baker - Unity

COUNTY: Baker

NAME OF JOB:

KIND OF WORK: Bicycle Ramp

CONTRACTOR: Douglas S. Coats, Inc.

CONTRACT NUMBER: 9278

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 14, 1981

DATE WORK STARTED: June 9, 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 1 SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 157

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 130

PROJECT AUTHORIZATION: $ 112,011.92

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98

EXCLUSIVE OF ENGINEERING: $ 102,229.22

ENGINEERING AUTHORIZATION: $ 9,782.22

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 85

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 102,229.22

ENGINEERING COST TO DATE: $ 7,500.00

This Week$207

DATE PROJECT WAS COMPLETED: 10-3-81

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 76 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	6531A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cldy, rain			
MONDAY	Cldy			
TUESDAY	Cldy			
WEDNESDAY	Cldy, rain			
THURSDAY	Cldy, shwrs			
FRIDAY	Cldy, shwrs			
SATURDAY	Cldy			

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QCE TC
SCS CONSTRUCTION BRANCH FE
EEO CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	No activity

REMARKS

STATUS: Project completed 10-3-81. Only work remaining is EWO on sidewalk ramps.

Next Week: weather permitting contractor plans to complete extra work on sidewalk ramps.

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9278

6

Bak OR
Democrat-Herald
(Cir. D. 3,101)

REFER TO cy Swanta ?
BY STATE HWY. ENGR.

9-4-81

AUG 10 1981

Allen's P. C. B Est. 1888

More than enough

106 Some perfectly good ideas have a way of leaping out of control and running amok when put into gear.

In May, 1980, a south Baker resident presented the Baker City Council with a 102-signature petition asking for removal of the steps at the Dewey Avenue underpass in south Baker. Bike riders who have used the underpass know about the past necessity to dismount and walk their bikes through the pedestrian tunnel. It was a minor inconvenience Bakerites endured for more than 30 years.

The state Highway Division, which obviously had some bike path funds burning a hole in its budget, promptly accepted the project. But jackhammering out the steps and pouring a little fresh cement wouldn't do; instead, state engineers decided to reconstruct the underpass, which was built to outlast the Pyramids.

Contractor's workers have been attacking the iron bar-reinforced concrete structure for a month with everything from hydraulic shovels to hand mallets.

"I'd say it's somewhat of an overkill," recently commented a senior city staffer with considerable construction experience.

He's quite right. Easy riding on Dewey Avenue, bicycle style, will cost state taxpayers more than $100,000.

We hate to look a gift from Salem in the mouth, but how many miles of needed bicycle paths could have been paved with that underpass reconstruction money?

9278

13

☐ RE ☐ RCE ☐ RME ☐ ROE

☐ RFA MAY 26 1981 ☐

RECEIVED
REGION 5 OFFICE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
P. O. Box 850
La Grande, Oregon 97850

May 26, 1981

In Reply Refer to
File No.

Sub: Dewey Ave. U.P.R.R. U'xing (Baker)
Baker-Unity Highway
Baker County
Contract 9278

1 ASHE K
CAE
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RECEIVED
MAY 28 1981
CONSTRUCTION
BRANCH
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Douglas S. Coats, Inc.
P. O. Box 311
Bend, Oregon 97701

Gentlemen:

We have reviewed your proposal for the temporary protection of traffic through the subject u'xing. To your submittal we have added a plan view showing necessary signing and the installation of the continuous rail traffic barrier. Note that there must be a minimum 75' taper on both ends of this barrier and it will be lighted for the full length. Type "C" end pieces are required on both ends.

Since your proposal is to the mutual benefit of all parties concerned, I will participate by paying for the additional temporary signing under the bid item # 3 Temporary Signs. However the additional signing costs must be offset by similar reductions in flagging costs, etc., otherwise I will not participate.

With these modifications your proposal is approved.

Joseph A. Schlieski
Joseph A. Schlieski
Resident Engineer

cc: Region/plan ✓

cc/ - Construction
For your information - this has our approval!

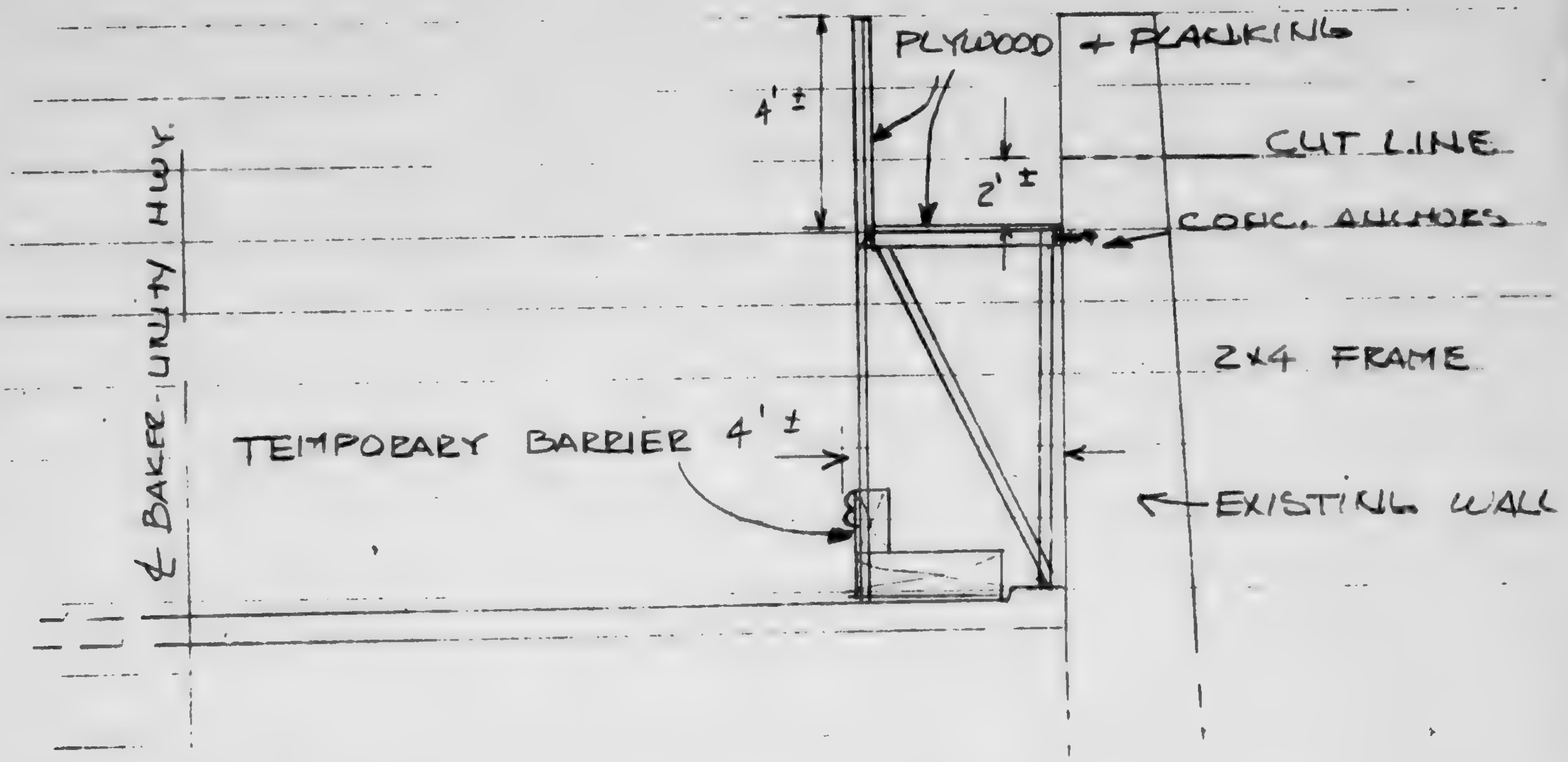
5/26/81

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig
RECEIVED
JUN 2 1981
ROAD DESIGN
SECTION
Do Not File ☐
Return To
Bring Up /
Action

734-3122

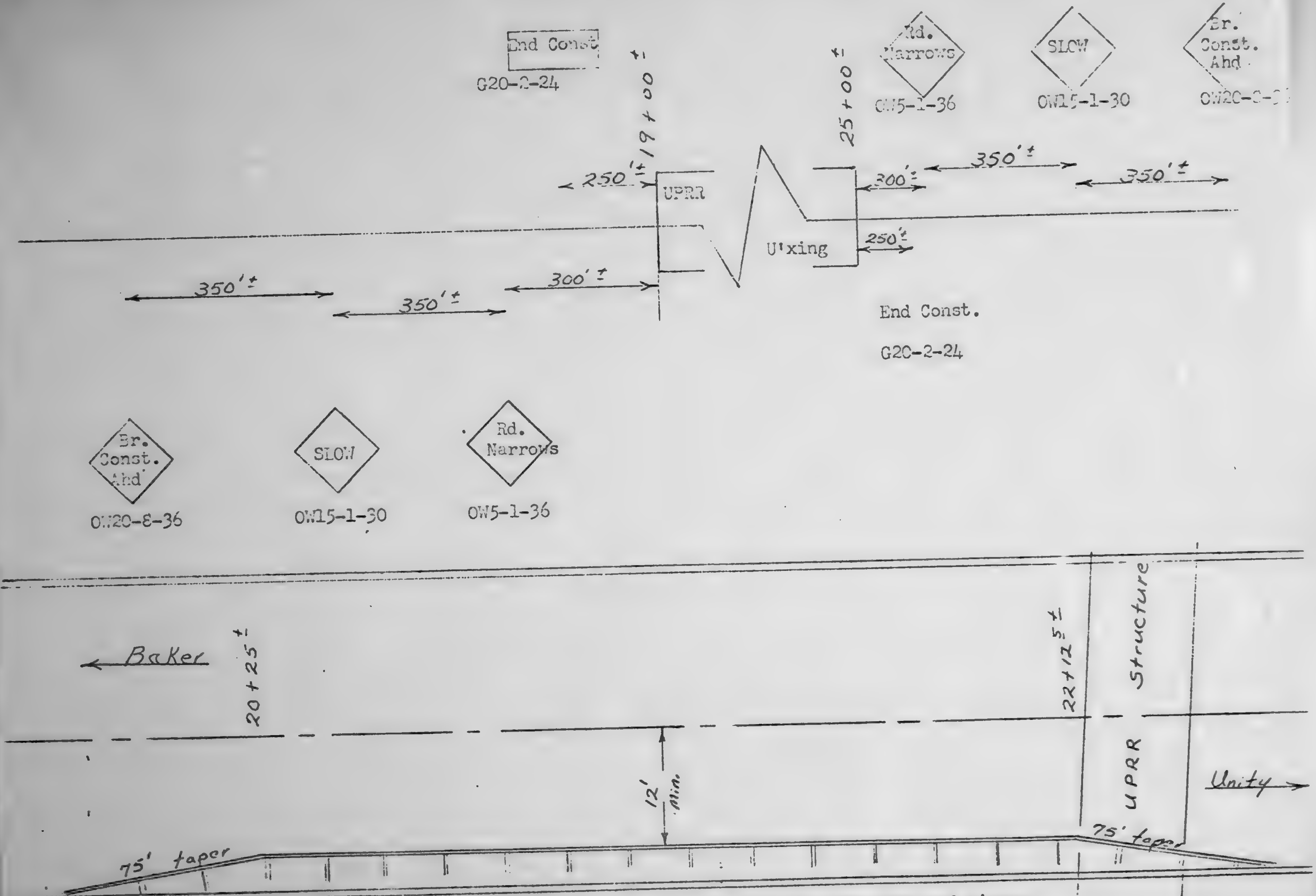
DEWEY AVE P.R.R. UXING (BAKER)
CONTRACT #

PROPOSED TEMPORARY PROTECTION OF TRAFFIC
ALONG THE BAKER-UNITY HWY.



PLYWOOD + PLANKING
4'±
2'±
CUT LINE
CONC. ANCHORS
2x4 FRAME
℄ BAKER-UNITY HWY.
TEMPORARY BARRIER
4'±
EXISTING WALL

NO SCALE.


End Const
G20-2-24
19 + 00 ±
25 + 00 ±
Rd. Narrows
OW5-1-36
SLOW
OW15-1-30
Br. Const. Ahd
OW20-8-36
250' ±
UPRR
U'xing
300' ±
350' ±
350' ±
250' ±
End Const.
G20-2-24
350' ±
350' ±
300' ±
Br. Const. Ahd
OW20-8-36
SLOW
OW15-1-30
Rd. Narrows
OW5-1-36
Baker
20 + 25 ±
22 + 12.5 ±
Structure
UPRR
12' Min.
Unity
75' taper
75' taper

Install 337.5' of lighted continuous rail traffic barrier with 2 - Type "C" end pieces. Work and materials to be in substantial conformance with Std. Drg. No. 2126 C and Standard Specifications for Highway Construction 1974.

9278

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 19

DATE: April 1, 1981

TO: FILE

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 9, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 9, 1981, on the following projects:

1. Columbia River Bridge-S.E. Powell Boulevard
   East Portland Freeway
   Multnomah County

   A 10-foot wide independent bikeway is to be constructed on this project.

2. Dewey Avenue U.P.R.R. U'Xing (Baker)
   Baker-Unity Highway, Baker County
   Structure.

   Bikeway project. A railroad undercrossing facility for bicycles adjacent to the highway undercrossing is being constructed.

3. Crater Lake Highway @ Lake of the Woods Highway, Avenue "G" and Linn Road
   Crater Lake Highway, Jackson County
   Traffic Signals.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

Contains
Recycled
Materials
81-125-1387

9278

STATE OF OREGON **INTEROFFICE MEMO**

TO: Frank Terpin
Location Engineer

DATE: March 12, 1981 DES 23
6531-A

ORIGINAL SIGNED
L. L. WALLACE

FROM: L. L. Wallace
Assistant Bridge Engineer

SUBJECT: Baker Grade Separation
Bicycle Ramp
Baker-Unity Highway
Baker County
Bridge 6531-A

NOTED
E. S. HUNTER

Attached is one set of prints of Drawing Nos. 35463 and 35464 which are the plans for the subject project. This project is scheduled for the April 9, 1981, bid letting.

The plans have been revised to substitute chain link fence for pedestrian rail each side of the ramp, and an 18-foot high fence has been added next to the sidewalk to replace the existing school yard fence.

The current estimated cost of the project is $121,000, which is greater than the January 28, 1981, estimate of $119,000, because the added cost of the school yard fence more than offset the savings from the fence substitution for pedestrian rail.

GDA:jrb

cc: E. S. Hunter ✓
D. H. Moehring
W. E. Schwartz

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAR 12 '81
REFER TO
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

7278

13

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3 /11 /81
Donald L Rount

Apr 9
~~Mar~~
~~Feb. 26,~~ 1981 Bid Letting ____________ All Clear Deadline

SECTION Dewey Ave RR Xing (Baker
Highway Baker-Unity (13)
County Baker Region 5
Type of Work Bikeway-Ramp Funds Bike
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

N/A No Fed Funds

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☒	☐	☐	☐	☐

9278

13

ROAD DESIGN SECTION 378-6558

J. B. Boyd, Manager
Right of Way Section

March 3, 1981

J. H. Versteeg
Road Design Engineer

File No. 51883
Dewey Avenue U.P.R.R. UXing (Baker) Section
Baker-Unity Highway
Baker County

Attached is a description, an authorization and prints for the subject project, scheduled for March 26, 1981.

By: R

Robert R. Rounds
R/W Descriptions Supervisor

RRR:rlr
Attachments

1981 Crater Lake Hwy. @ Lake 9279
of the Woods Hwy., Ave. "G" &
Linn Rd. Secs. (Traffic sig. install)

C&A	7286	9/29/80
	7330	8/29/80
	7302	6/26/80

2-4-83 6

.r11 9277
OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FED[illegible] HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Jackson	DIVISION Oregon
DATE OF REPORT 2/4/83	REPORT MADE BY W. N. Bryant Area Engineer W. N. Bryant, Area Engineer		PROJECT NO. F-13(9) & HES-13(6)
COMPLETION DATE 12/17/81	ACCEPTANCE DATE BY CONTRACT AGENCY 5/28/82	TIME ELAPSED 116 %	CONTRACT TIME 190 calendar days
APPROVED EXTENSIONS 9 calendar days	LOCATION Crater Lake Hwy (SR 62) @ intersection of Lake of the Woods (SR 140), Avenue "G" and Linn Rd., N. of Medford, OR		

*~~The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
FEB 15 '83
REFER TO [illegible]
FOR C

Info	Invs	R/D	D/R	Sign	Act	File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CRATER LAKE HWY @ (LAKE OF THE WOODS,) (AVE. "G" & LINN RD.) SECTION
CRATER LAKE HIGHWAY
Traffic Signals

NOTED
W. E. SCHWARTZ
cy 2/5

This project provided for the installation of multi-phase traffic signals on the Crater Lake Highway at the intersection with Lake of the Woods Highway (SR 140), Linn Road, and Avenue "G". Channelization for right and left turning movements were also provided at each intersection.

A contract in the amount of $178,790.00 was awarded Steeck Electric Co., Medford, Oregon on April 27, 1981. Work on the project began on 7/27/81 and was completed in reasonably close conformance with the approved plans and specifications on 12/17/81 at a final cost of $225,220.19 which includes $182,071.55 for original bid items, $2,560.00 for work completed under price agreements, $9,900.00 for anticipated work, $4,456.66 for approved extra work, $6,508.85 for State Force Work, and $24,298.13 for construction engineering.

A total of 220.5 calendar days were used to complete the work as compared to the 190 calendar days allowed. A 9 calendar day extension was approved on 4/13/82 leaving 21.5 calendar days for which liquidated damages were assessed. Project records indicate that all materials incorporated into the work were in reasonably close conformance with specification requirements.

***NOTE:** Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 2/10/83	TITLE Field Operations Engineer	DATE 2/14/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9279

June 9, 1982

Industrial Indemnity Company
421 S.W. 6th
Portland, OR 97204

CON 5
#9279

Attention: Bond Department

Gentlemen:

On June 2, 1982, we wrote to you concerning release of final payment on Contract No. 9279 awarded to Steeck Electric Co. for traffic signal installation on the Crater Lake Highway at Lake of the Woods Highway, Avenue "G", and Linn Road, in Jackson County.

Final payment on this contract is $5,000.00 and the total contract amount is $185,799.04 including $4,392.49 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
cc: Steeck Electric Co.
P. O. Box 789
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
Alfred Shirley

9279 6-2-82 File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co. No. 9327	Arterial St. Overlay Proj. No. 2 (Portland) Multnomah County	May 12, 1982
Linnco Electric Co. No. 9259	Tualatin Valley Hwy. @ SW 219th Washington County	May 14, 1982
Douglas S. Coats, Inc. No. 9268	Klamath Strait Bridge Klamath County	May 17, 1982
Mocon Corp. No. 8747	NE Glisan St. U'Xing. Multnomah County	May 19, 1982
R. L. Coats No. 9288	Redmond SCL-Whittemore Rd. N. Unit Deschutes County	May 25, 1982
Baker Redi-Mix, Inc. No. 9321	Bensel Rd.-Hermiston Ditch Umatilla County	May 25, 1982
N. Santiam Paving Co. No. 9326	Alexandra Ave.-Hardcastle Ave. Marion County	May 27, 1982
Steeck Electric Co. No. 9279	Crater Lake Hwy. @ Lake of the Woods Hwy., Ave. "G" & Linn Rd. Jackson County	May 28, 1982
Linnco Electric Co. No. 9258	Pac.Hwy.W. @ Royalty Parkway Washington County	May 28, 1982
Hansen Electric Co. No. 9180	Beaverton/Tigard Hwy. @ Walker Rd. Intchge. Washington County	May 28, 1982

June 2, 1982 C T Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9279. TE COPY 2.

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-111

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-1182

State Oregon

County Jackson

Project Number F-13(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 27, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 133,495.00	$ 144,495.00
Federal funds	$ 117,715.00	$ 127,415.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of May, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon May 10, 1982

Federal-Aid Project
No. F-13(9)

Crater Lake Hwy. @ Lake of the Woods
Highway and Linn Road
Crater Lake Highway
Jackson County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y031
Signals

Subtotal of previous estimate of April 30, 1981	$117,617.00

Previous Estimate

Flagman	60 Hr.	24.00	$ 1,440.00
			$ 1,440.00

Revised Estimate

Flagman	155 Hr.	24.00	$ 3,720.00
Relocate Existing Pole (EWO #1)		All Required	4,456.00
Concrete Curbs for Signal Protection		All Required	1,416.00
			$ 9,592.00
		Increase	$ 8,152.00
		SUBTOTAL	$125,769.00
		Engineering	16,850.00
		Engineering (Signal Control Tested)	1,876.00
		TOTAL	$144,495.00

Length of Project ------------ 0.00 mi.

Federal Funds ----------------	$127,415.00
State Funds -----------------	3,580.00
Lake of the Woods Development-	13,500.00
TOTAL	$144,495.00

Group 2 63%
Contract No. 9279
Prefix: 15-1983
15-1474
15-1024

9279

STATE COPY

TO BE COMPLETED BY FHWA 6-8	**U.S. DEPARTMENT OF TRANSPORTATION** **FEDERAL HIGHWAY ADMINISTRATION** **FEDERAL-AID PROJECT AGREEMENT** 5-27-81	STATE OREGON COUNTY JACKSON PROJECT NO. F-13(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Crater Lake Hwy. at Lake of the Woods

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-18-81	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT $ 133,495.00	FEDERAL FUNDS $ 117,715.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator MAY 27 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon April 30, 1981

Federal Aid Project
No. F-13(9)

Crater Lake Hwy. at Lake of the Woods
Highway and at Linn Road
Crater Lake Highway
Jackson County

PROJECT AGREEMENT ESTIMATE

Type Code Y031
Signal at Lake of the Woods Highway

Temporary Protection and Direction of Traffic	34 %	All Required	$ 1,020.00
Temporary Signs	60 Sq. Ft.	3.50	210.00
Flagmen	30 Hour	24.00	720.00
Traffic Signal Installation, Complete	38 %	All Required	65,740.00
			$ 67,690.00

Signal at Linn Road

Temporary Protection and Direction of Traffic	33 %	All Required	$ 990.00
Temporary Signs	60 Sq. Ft.	3.50	210.00
Flagmen	30 Hour	24.00	720.00
Traffic Signal Installation, Complete	25 %	All Required	43,250.00
			$ 45,170.00

Anticipated Items

Permanent Pavement Striping	67 %	All Required	$ 3,752.00
State Furnished Software Program	67 %	All Required	1,005.00
			$ 4,757.00

SUBTOTAL	$ 117,617.00
Engineering	14,002.00
Engineering (Sig. Cont. Testing) (67%)	1,876.00
	$ 133,495.00

Length of Project ---------- 0.00 mi.

Federal Funds (88.18%) ----	$117,715
State Funds ----------------	2,280
Lake of The Woods Development ---------------	13,500
	$133,495

Group 2-63%
Contract No. 9279
Prefix 15-1983
Prefix 15-1474
Prefix 15-1024

Crater Lake Hwy. at Lake of the Woods
Hwy., at Linn Road and Avenue "G"
Crater Lake Highway
Jackson County

Nonparticipating - State Work

States Responsibility for Damages All Required $ 1,600.00

9279

STATE COPY

L

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-109	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Jackson
MODIFICATION NUMBER 1	5-11-82	Project Number HES-13(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 27, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$84,839.00	$90,406.00
Federal funds	$76,355.00	$81,365.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of May, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XBX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon May [illegible], 1982

Federal-Aid Project
No. HES-13(6)

Crater Lake Hwy. @ Ave. "G"
Crater Lake Hwy.
Jackson County

REVISED PROJECT AGREEMENT

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required	$ 7,350.00

Type Code Y031
Signals

Subtotal of previous estimate of April 30, 1981			$ 68,273.00

Previous Estimate

Flagman	30 Hr.	24.00	$ 720.00
			$ 720.00

Previous Estimate

Flagman	90 Hr.	24.00	$ 2,160.00
Relocate Signs (S.F.O. #5)		All Required	2,510.00
			$ 4,670.00
		Increase	$ 3,950.00
		SUBTOTAL	$ 72,223.00
		Engineering	9,909.00
	Engineering (Signal Control Tested)		924.00
		TOTAL	$ 83,056.00

Length of Project ----------- 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 7,350.00	$ 6,615.00	$ 735.00
Traffic Signals	83,056.00	74,750.00	8,306.00
TOTAL	$90,406.00	$81,365.00	$9,041.00

Group 1 37%
Contract No. 9279
Prefix: 15-1983
15-1474
15-1024

9279

STATE COPY

TO BE COMPLETED BY FHWA 6-15	U.S. DEPARTMENT OF TRANSPORTATIC FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 5-27-81	STATE OREGON COUNTY JACKSON PROJECT NO. HES-13(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Crater Lake Hwy. @ Ave. "G"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-6-80	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	3-18-81	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 90%

ESTIMATED TOTAL COST OF PROJECT $ 84,839.00	FEDERAL FUNDS $ 76,355.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAY 27 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

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File

Oregon State Highway Division
Salem, Oregon April 30, 1981

Federal Aid Project
No. HES-13(6)

Crater Lake Hwy. at Ave. "G"
Crater Lake Highway
Jackson County

PROJECT AGREEMENT ESTIMATE

Type Code PE Preliminary Engineering		All Required	$ 7,350.00
Type Code Y031 Signal			
Temporary Protection and Direction of Traffic	33 %	All Required	$ 990.00
Temporary Signs	60 Sq. Ft.	3.50	210.00
Flagmen	30 Hour	24.00	720.00
Traffic Signal Installation, Complete	37 %	All Required	64,010.00
			$65,930.00
Anticipated Items			
Permanent Pavement Striping	33 %	All Required	$ 1,848.00
State Furnished Software Program	33 %	All Required	495.00
			$ 2,343.00
SUBTOTAL			$68,273.00
Engineering			8,292.00
Engineering (Sig. Cont. Testing) (33%)			924.00
			$77,489.00

Length of Project ------------------- 0.0 miles

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 7,350.00	$ 6,615.00	$ 735.00
Traffic Signal	77,489.00	69,740.00	7,749.00
TOTAL	$84,839.00	$76,355.00	$8,484.00

Group	1-37%
Contract No.	9279
Prefix	15-1983
Prefix	15-1474
Prefix	15-1024

9279

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

April 13, 1982

CON 5 #9279

Steeck Electric Co.
P.O. Box 789
Medford, OR 97501

RE: Time Extension Request
Lake of the Woods, Ave. G & Linn Rd.
Contract No. 9279
FAP No. F-13(9); HES-13(6)

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 9 calendar days is granted in order to return time that was charged after substantial completion of the project. The remaining reasons claimed were reviewed and found either to have not delayed the completion of the project or to have been a contractor responsibility.

There remains 21½ calendar days of liquidated damages under this contract. Should you wish to submit additional data or to further review this matter, please contact Project Manager Wm. Maude.

Sincerely,

C. T. Keasey, P.E., P.L.S.
Construction Engineer

by O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

CTK:cb

bc: W. E. Schwartz (att. 1 ltr.)
A. E. Shirley, Jr. "
Wm. Maude "
FHWA "
Bob Church

NOTED
[illegible]

RECEIVED
STATE HWY ENGR
APR 13 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3123

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engineer

DATE: April 7, 1982

FROM: JAMES J. GIX
Region Construction Engineer

SUBJECT: Time Extension Request
Crater Lake Hwy. @ Lake of the Woods Hwy., Ave. G and Linn Rd.
Contract No. 9279

Herewith 2 copies of subject contractor's request along with Assistant Project Manager's analysis and recommendations. I have since gone over the analysis with Vern in an attempt to resolve this request. I basically agree with Vern's recommendation of 9 days although I arrive at that point through a slightly different process.

We do have some problems with lack of clarity on contract changes needed on this project. This did not appear to have caused any delays since hardware was ordered before change order documentation was complete. There were some minimal items of work to be completed at the time the last signal was ready for turn-on. I cannot find any record that the contractor was made aware of these items.

With the two issues above not too well documented and the signals either functioning or ready for turn-on, I would give the benefit of doubt and recommend an extension of 9 days - for time charged December 9 through December 17. I find the other items not well enough defined to merit consideration.

CTK -

I concur with Region to grant a 9 calender day time extension due to "substantial completion" and return the time charged after December 9

OBJackmond

jjg/cw
Encl.

cc Wm. Maude

RECEIVED
APR 8 1982
CONSTRUCTION BRANCH

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9279

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FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Crater Lake Hwy @ Lake of the Woods Hwy, Avenue G & Linn Road

WEEK ENDING: April 3,1982

SECTION PREFIX: 15-1024

HIGHWAY: Crater Lake

COUNTY: Jackson

NAME OF JOB: Crater Lake Hwy Signals

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Steeck Electric Company

CONTRACT NUMBER: 9279

FEDERAL AID PROJECT NUMBER: F-13(9)/HES-13(6)

DATE OF CONTRACT: April 27,1981

DATE WORK STARTED: July 27,1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 190

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 220½

PERCENT OF TIME ELAPSED: 116

PROJECT AUTHORIZATION: $214,163.15

EXCLUSIVE OF ENGINEERING: $197,181.05

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $196,996.06

ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %

ENGINEERING AUTHORIZATION: $16,982.10

ENGINEERING COST TO DATE: $24,298.13

PERCENT OF AUTHORIZATION: 143%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: December 17,1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				K RECEIVED
WEDNESDAY				5 1982
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed on December 17,1981. We are awaiting contractors certifications for the poles.

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1279

L.

April 2, 1982

Salter, McKeehen, Gudger & Rabine
Attorneys at Law
59 East 11th Avenue, Suite A
Eugene, OR 97401

COM 5
#9279

Attention: Monte C. McKeehen

Gentlemen:

Thank you for a copy of your letter of March 23, 1982, addressed to Norma Paulus, Secretary of State, on behalf of Signals and Control Systems, Inc., informing us that the claim of $5,700 has been paid in full.

You state this is in reference to the Steeck Electric Company Contract No. 9279 for traffic signal installation on the Crater Lake Highway at Lake of the Woods Highway, Avenue "G" and Linn Road, Jackson County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Steeck Electric Co.
P. O. Box 789
Medford, OR 97501

Industrial Indemnity Co.
421 S.W. 6th Avenue
Portland, OR 97204

NOTED ON
4-2-82 dmc

Law Offices
SALTER, McKEEHEN, GUDGER & RABINE
a professional corporation
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Charles M. Gudger III
Monte C. McKeehen
Robert A. Rabine*
James R. B. Salter*
Carleton H.A. Taber**
Kevin Patrick Dolan*
Lewis Lynn Ellsworth**
J. B. Ransom*
Robert Owen Middleton*

*Member Washington Bar only
**Member Washington and California Bars
All others Oregon Bar only

Eugene Office:
Telex 152556 SEATAC
Telephone (503) 686-2244

Seattle Office:
3300 Westin Building
Seattle, Washington 98121
(206) 624-3216

Please reply to Eugene office

March 23, 1982
Certified Mail

RECEIVED
MAR 24 1982
DEPT. OF COMMERCE

Norma Paulus
Secretary of State
State of Oregon
Salem, OR 97310

Re: Signals & Control Systems, Inc.
Claimant, job No. 9279

Dear Mrs. Paulus:

Enclosed for filing is Satisfaction of Claim on Performance Bond in the above matter.

Very truly yours,

SALTER, McKEEHEN, GUDGER & RABINE

Monte C. McKeehen

MCM:db
Enclosure

cc: Department of Transportation
Steeck Electric

RECEIVED
[illegible]
COMM[illegible] [illegible]ICES
DEPARTMENT OF TRANSPORTATION

SATISFACTION OF CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION by and through the Oregon State Highway Division

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS, INC., a Washington corporation, hereby acknowledges payment in full of the sums due and owing, to-wit, the sum of $5,700.00, claimed due and owing the undersigned from Steeck Electric, which sum was the subject of a claim on performance bond dated February 3, 1982, and previously filed with the Secretary of State's office on March 4, 1982.

Said claim on performance bond, which is hereby acknowledged as having been paid in full was in connection with Oregon State Highway job contract No. 9279 for installation of equipment and the rendering of labor services on the Crater Lake Highway at Lake of the Woods Highway project. Said services and labor were rendered unto Steeck Electric, P. O. Box 789, Medford, OR 97501.

This satisfaction of claim on performance bond is being filed with the Oregon Department of Transportation, the Secretary of State's office with a certified true copy being sent to Steeck Electric, P. O. Box 789, Medford, OR 97501.

It is the intent of this satisfaction to release all claims which the undersigned has on the bond previously taken by Steeck Electric from its surety, Industrial Indemnity Company, 421 S. W. Sixth Avenue, Portland, OR 97204.

DATED this 23rd day of March, 1982.

SIGNALS & CONTROL SYSTEMS, INC.

By S/
Monte C. McKeehen, under Power of
Attorney for David E. Naf,
President, Signals & Control
Systems, Inc.

RECEIVED

9279

CL-82-33

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 16 1982
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.

March 15, 1982

CON 5
#9279

Salter, McKeehen, Gudger & Rabine
Attorneys at Law
59 East 11th Ave., Suite A
Eugene, OR 97401

Attention: Monte C. McKeehen

RECEIVED
MAR 16 1982
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter of March 3, 1982, with attached claim and invoice from Signals and Control Systems, Inc. for labor and materials in the amount of $5,700 provided to Steeck Electric.

The claim states this is in reference to the Steeck Electric Company contract No. 9279 for traffic signal installation on the Crater Lake Highway at Lake of the Woods Highway, Avenue "G" and Linn Road in Jackson County.

The Industrial Indemnity Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Steeck Electric Co.
P. O. Box 789
Medford, OR 97501

Industrial Indemnity Co.
421 S.W. 6th Avenue
Portland, OR 97204

RECEIVED
MAR 17 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓ Secretary of State - please acknowledge receipt of the attached claim on the enclosed copy of this letter.

4-1-82 dmc

Law Offices
SALTER, McKEEHEN, GUDGER & RABINE
a professional corporation
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Charles M. Gudger III
Monte C. McKeehen
Robert A. Rabine*
James R. B. Salter*
Carleton H.A. Taber**
Kevin Patrick Dolan*
Lewis Lynn Ellsworth**
J. B. Ransom*
Robert Owen Middleton*

*Member Washington Bar only
**Member Washington and California Bars
All others Oregon Bar only

Eugene Office:
Telex 152556 SEATAC
Telephone (503) 686-2244

Seattle Office
3300 Westin Building
Seattle, Washington 98121
(206) 624-3216

Please reply to Eugene office

March 3, 1982

State of Oregon
Department of Transportation
Transportation Building
Salem, OR 97310

Re: Claim on Performance Bond
Claimant: Signals & Control Systems, Inc.
General Contractors: Steeck Electric
Contract Nos.: 9279

Gentlemen:

Enclosed for filing is a certified true copy of Claim on Performance Bond in the above-entitled matter.

Very truly yours,

SALTER, McKEEHEN, GUDGER & RABINE

Monte C. McKeehen

MCm/lm

encl.

RECEIVED
[illegible]

CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION, by and through the Oregon State Highway Division:

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS, INC., a Washington corporation, has a claim for certain traffic signal equipment and related labor involved in the installation thereof. The person by whom said equipment was furnished was Signals & Control Systems, Inc., by and through its officers and employees, and the person performing said labor to assist in the installation was Signals & Control Systems, Inc., by and through its officers and employees, Gordon O. Dale and/or David Edwin Naf; said claim is in the sum of $5,700.00 against the bond taken from Steeck Electric, P.O. Box 789, Medford, Oregon 97501 and the surety thereon being Industrial Indemnity Co., 421 S.W. 6th Avenue, Portland, Oregon 97204, for the furnishing of the equipments mentioned above and related labor to assist in the installation on the Crater Lake Highway at Lake of the Woods Highway project in reference to Oregon State Highway job contract No. 9279. Said equipment and labor was provided by claimant to Steeck Electric, P.O. Box 789, Medford, Oregon 97501.

A further description of the materials supplied is attached hereto, marked Exhibit A, and incorporated herein.

This notice is being filed with the Secretary of State's office or the Clerk or Auditor of the Oregon Department of Transportation, by and through the Oregon State Highway Division, according to and in conformance with ORS 279.528.

DATED this 3 day of FEBRUARY, 1982.

SIGNALS & CONTROL SYSTEMS, INC.

By ______________
David E. Naf, President

RECEIVED
MAR [illegible] 1982
[illegible]
DEPARTMENT OF TRANSPORTATION

CERTIFIED TO BE
A True Copy
Atty. for ______________

Signa[illegible] & Control Systems Inc.
4580 150 AVE. N.E. • REDMOND, WASHINGTON 98052
(206) 885-7443

EXHIBIT A

SOLD TO [illegible] (PURCHASER)
[illegible]
[illegible]

SHIPPED TO [illegible]
[illegible]
[illegible]

DATE	DATE SHIPPED	SHIPPED VIA	YOUR ORDER NO	FOB	TERMS	INVOICE NO
[illegible]	[illegible]		[illegible]			

QUANTITY	DESCRIPTION	PRICE	AMOUNT
02	170 [illegible]		
[illegible]	PEDESTRIAN PUSHBUTTON [illegible] SIGN		
20	PEDESTRIAN [illegible]		
05	[illegible]		
[illegible]	[illegible]		
11	[illegible]		
16	[illegible]		
	[illegible]		30,700.00

Paid 1/22/82
#16926
15,000.00

RECEIVED
MAR 5 1982
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

TERMS AND CONDITIONS ON REVERSE SIDE

ACCOUNTING

THANK YOU

9279 3-3-82 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT: F-13(9) & HES-13(

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Jackson

3. FROM:
Dale E. Wilken, Division Administrator
Federal Highway Administration
Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00052 & 10087

6. TO:
Mr. H. S. Coulter, State Highway Engineer
State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 2-8-82

8. FEDERAL ROUTE NUMBER: Primary 13

9. STATE ROUTE NUMBER: Primary 22

10. GENERAL LOCATION:
Crater Lake Hwy at Lake of the Woods Highway, Avenue G and Linn Road.

11. GENERAL DESCRIPTION OF WORK
Install concrete curbs for signal protection.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of February 8, 1982, as requested in Mr. Keasey's letter of February 25, 1982 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $1,416; Federal Funds $1,274.

RECEIVED
STATE HWY ENGR
MAR 8 '82
REFER TO
FOR

Orig 3-8

14. DATE: 3-3-82

15. SIGNATURE OF APPROVING OFFICIAL:

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9279

1-18-82

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-13(9) & HES-13(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00052 & 10087

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/28/81

8. FEDERAL ROUTE NUMBER Primary 13

9. STATE ROUTE NUMBER Primary 22

10. GENERAL LOCATION:
Crater Lake at Avenue "G" and Crater Lake Highway at Lake of the Woods Highway and at Linn Road

11. GENERAL DESCRIPTION OF WORK
Relocate 5 signs at 3 intersections

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 12/28/81 as requested in Mr. Keasey's letter of 1/8/82 as being in the public interest for the use of State Forces to proceed with the above work. State Forces Order No. 5 is approved for a TEC of $2,510 Federal Funds $2,213.

RECEIVED
STATE HWY ENGR
JAN 26 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

[illegible] 1-26-82

14. DATE 1/18/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9279

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-2-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-13(9) & HES-13(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00052 & 10087

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/11/81

8. FEDERAL ROUTE NUMBER Primary 13

9. STATE ROUTE NUMBER Primary 22

10. GENERAL LOCATION:

Crater Lake Highway at Avenue "G" and Crater Lake Highway at Lake of the Woods Highway and at Linn Road

11. GENERAL DESCRIPTION OF WORK

Furnish and install delineators

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 8/11/81 as requested in Mr. Keasey's letter of 8/25/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $475 Federal Funds $427.

orig 10'
9/4/81

SEP 4 '81
REFER TO Machung
FOR

14. DATE 9/2/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9279

April 9, 1981

ACC

Mr. Richard A. Hawkins
Lakewood Development Associates
200 W. Barnett Road
Medford, Oregon 97501

Dear Mr. Hawkins:

On April 9, 1981 we received a satisfactory bid from STEECK ELECTRIC CO., P.O. Box 730, Medford, Oregon 97501, Phone 773-2772, for the installation of traffic signals on the Crater Lake Highway at the Lake of the Woods Highway.

As described in Agreement No. 7286, the Lakewood Development Associates' advance deposit for construction is $13,500.00, and should arrive before April 30, 1981. Please send your check, or irrevocable letter of credit, to the Oregon State Highway Division, Accounting Section, Room 434, Salem, Oregon 97310.

Very truly yours,

D. E. Swan
Operation Programming Engineer

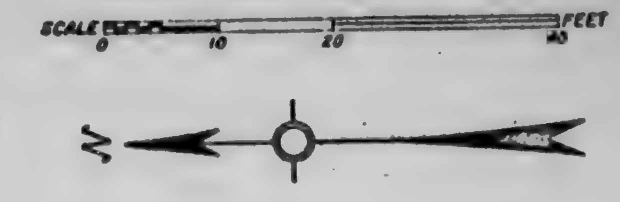
KEH:pf

bcc w/AD # 890: Jack Ayres, Region 3 Federal Aid Engineer
Vern Skoog - Please return completed AD # 890 when advance deposit is received.

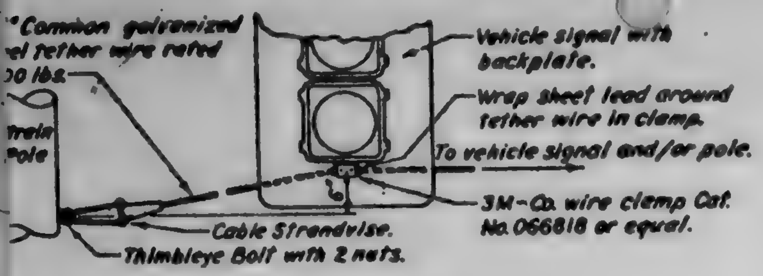
Rec'd
4-27-81
per Faye
L&R

9279

SIGNAL PLAN
CRATER LAKE HWY. AT LINN RD.

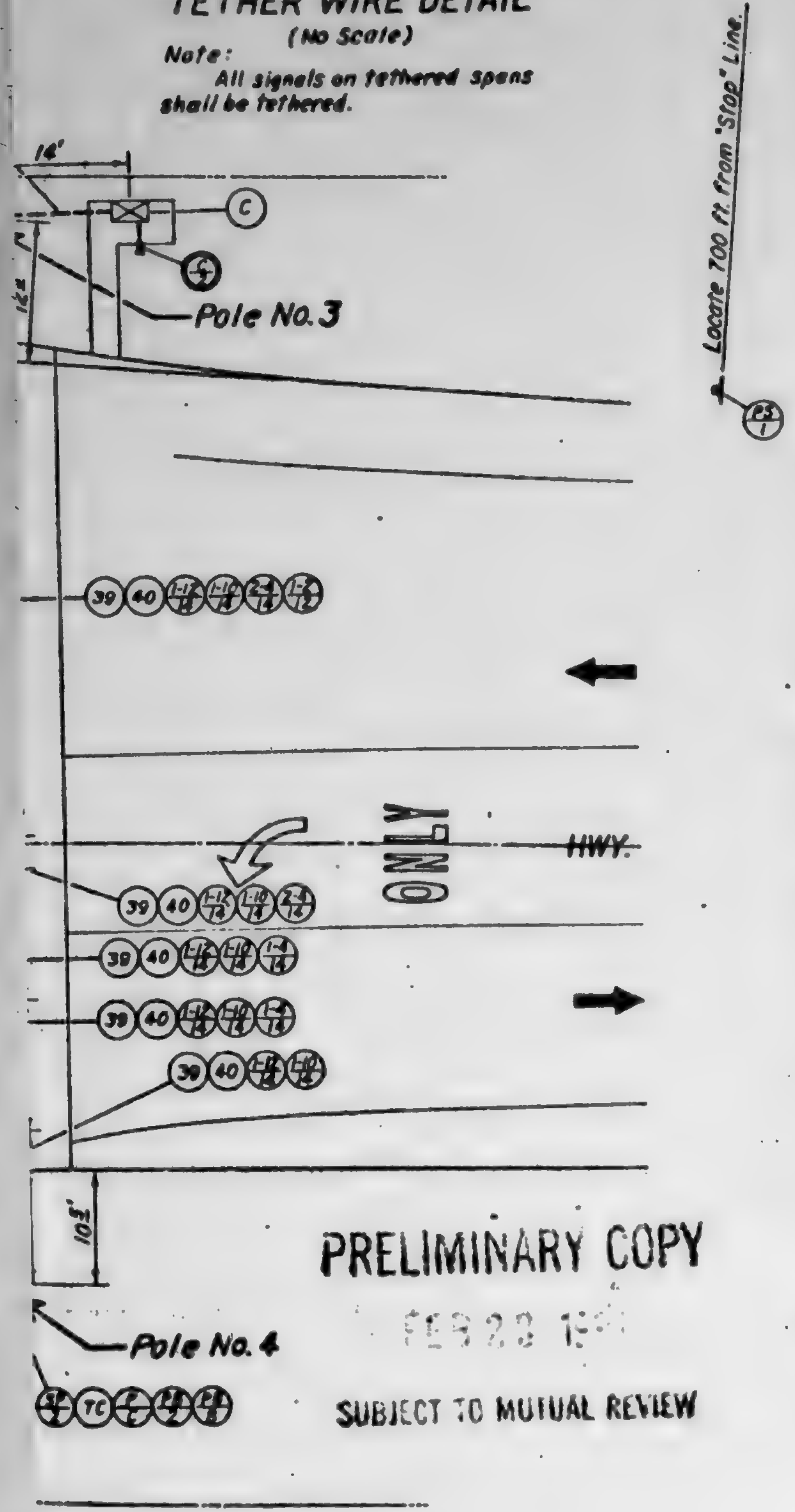

SCALE
0
10
20
40
FEET
N

3-31-81


" Common galvanized
el tether wire rated
00 lbs.
train
Pole
Vehicle signal with backplate.
Wrap sheet lead around tether wire in clamp.
To vehicle signal and/or pole.
3M-Co. wire clamp Cat. No. 066818 or equal.
Cable Strandvise.
Thimbleye Bolt with 2 nuts.

TETHER WIRE DETAIL
(No Scale)

Note:
All signals on tethered spans shall be tethered.


Locate 700 ft. from "Stop" Line.
PS 1
14'
C
C 2
Pole No.3
12'
39
40
ONLY
HWY.
TC
10'
Pole No.4

PRELIMINARY COPY
FEB 23 19
SUBJECT TO MUTUAL REVIEW

L E G E N D

EX 1	Existing power pole (power source)
S	Install (s) inch electrical conduit
C 2	Install 2" conduit stub. Cap both ends
N	Install (N) No. 14 Type THWN wires
N G	Install (N) No. (G) Type TW wires
C	Install one No. 6 Type THWN wire (signal system common)
X-N G	Install (X) - (N) wire No. (G) control cable
39	Install 3/8 inch galv. steel messenger cable
40	Install 1/4 inch galv. steel tether wire (see tether wire detail)
54	Install service cabinet with 40 amp SP circuit breaker
C	Install Model 170 controller in Model 332 cabinet
SP T	Install strain pole
V Ph	Install (Ph) phase vehicle signal
PV Ph	Install (Ph) phase programmed vehicle signal
P T	Install Type (T) pedestrian signal (modified)
TC	Install terminal cabinet
PB Ph	Install (Ph) phase pedestrian pushbutton with instruction sign
OS 2L	Install interior illuminated "LEFT TURN SIGNAL" sign
PS 1	Install post mounted "SIGNAL AHEAD" sign (W3-3-48)
MS	Install 120 volt meter base

S = Size Shown
N = Number of conductors shown
456 = 12"R, 12"Y, 12"G
458 = 12"R, 12"Y, 12"GLTA

G = AWG wire size
X = Number Shown
Ph = Phase Shown
T = Type Shown

COUNTY APPROVAL

3 31 81

DATE

APPROVED

TRAFFIC ENGINEER

9/8/80

DATE

DESIGNED BY JB
CHECKED BY: WG

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
CRATER LAKE HWY. AT [LAKE OF THE WOODS HWY., AVENUE "G" & LINN RD.] SEC.
CRATER LAKE HIGHWAY
JACKSON COUNTY

DATE August, 1980
ACCOMPANIED BY DWGS 1470, 1471, 1472, 1473, 1488, 1489, 31117, 35009, 35010, 31109, S-1, & 4911 thru 4918.

T.E. DWG. NO. 4910

SIGN PLAN
CRATER LAKE HWY. AT AVE "G"

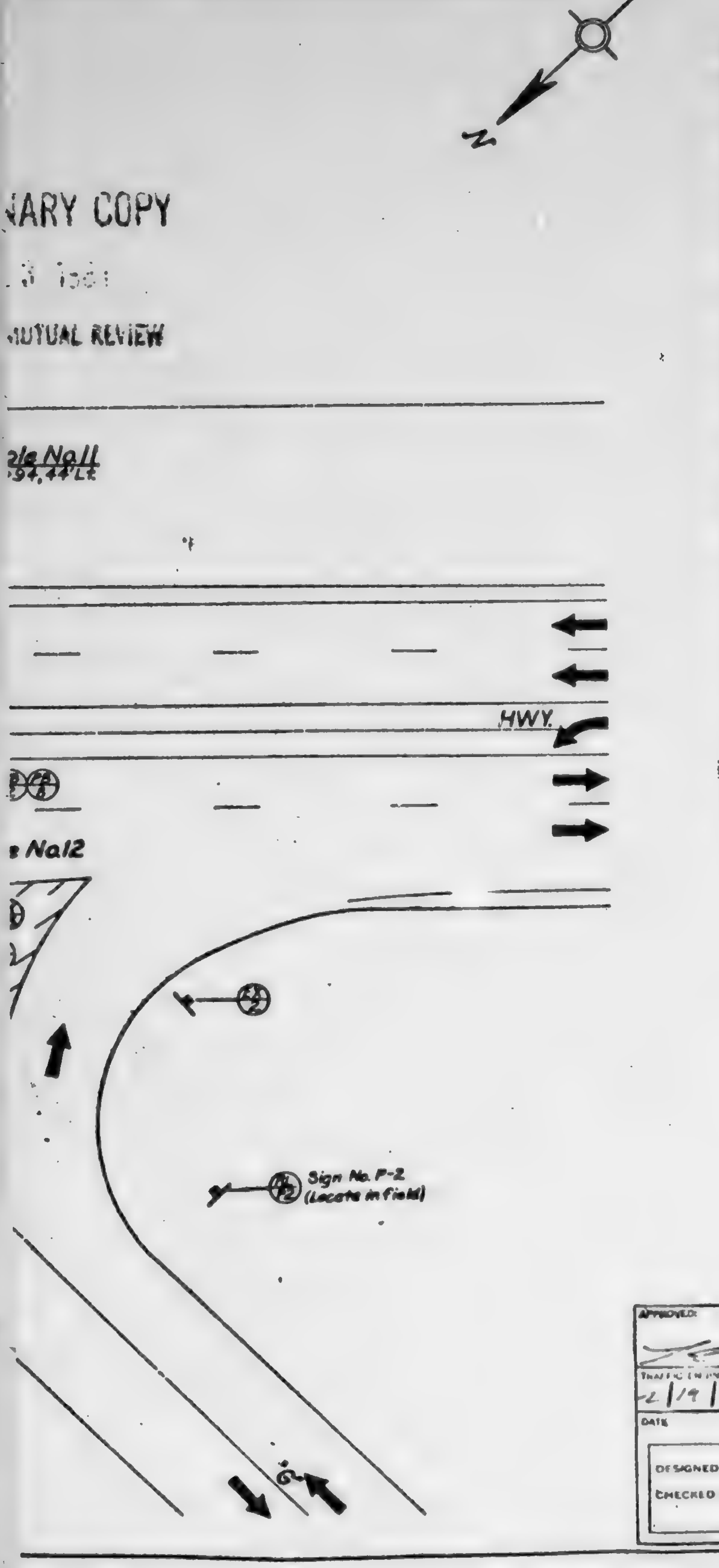
SCALE 0 20 40 60 FEET

FOOTING		
TION 3/	MIN. DEPTH	REMARKS
	8'	Install as detailed on Dwg. No. 31104

NARY COPY

3 1981

MUTUAL REVIEW



L E G E N D

EX/SS	Existing steel sign support post (remove at grade)
EX/1	Existing power pole (power source)
EX/2	Existing "STOP" sign (maintain and protect)
EX/3	Existing "STOP" sign (remove sign and post)
PS/4	Install post mounted "STOP" sign (R1-1-30)
RL/P1	Relocate existing "AVENUE G" sign to Pole No. 6
RL/P2	Relocate existing "MEDFORD-CRATER LAKE" sign to single post P-2
C	Install Model 170 controller in Model 332 cabinet
MP/T	Install Type (T) standard traffic signal mast arm pole
MA/L	Install (L) foot traffic signal mast arm
PP/1	Install pedestrian signal pedestal with frangible base
PV/Ph	Install Phase (Ph) programmed vehicle signal
P/T	Install Type (T) modified pedestrian signal
PB/Ph	Install Phase (Ph) pedestrian pushbutton with instruction sign
DS/21	Install interior-illuminated "LEFT TURN SIGNAL" sign
SS	Install single sign support
TC	Install terminal cabinet
54	Install service cabinet with 50 amp SP circuit breaker
MS	Install 120 volt meter base
C	Install one No. 6 Type THWN wire (signal system common)
N	Install (N) No. 14 Type THWN wires
N/G	Install (N) No. (G) Type TW wires
S	Install (S) inch electrical conduit
CS	Install two-inch conduit stub (cap both ends)

T = Type shown
L = Length shown
Ph = Phase shown
N = Number of conductors shown
G = AWG size shown

S = Size shown
A = Standard plumbizer
E = Elevator plumbizer
456 = 12" R, 12" Y, 12" G
458 = 12" R, 12" Y, 12" GLTA

COUNTY APPROVAL

3/31/81

DATE

APPROVED:

TRAFFIC ENGINEER

2/19/81

DATE

DESIGNED BY JB

CHECKED BY wef

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION

CRATER LAKE HWY AT [LAKE OF THE WOODS HWY, AVENUE "G" & LINN RD.] SEC.

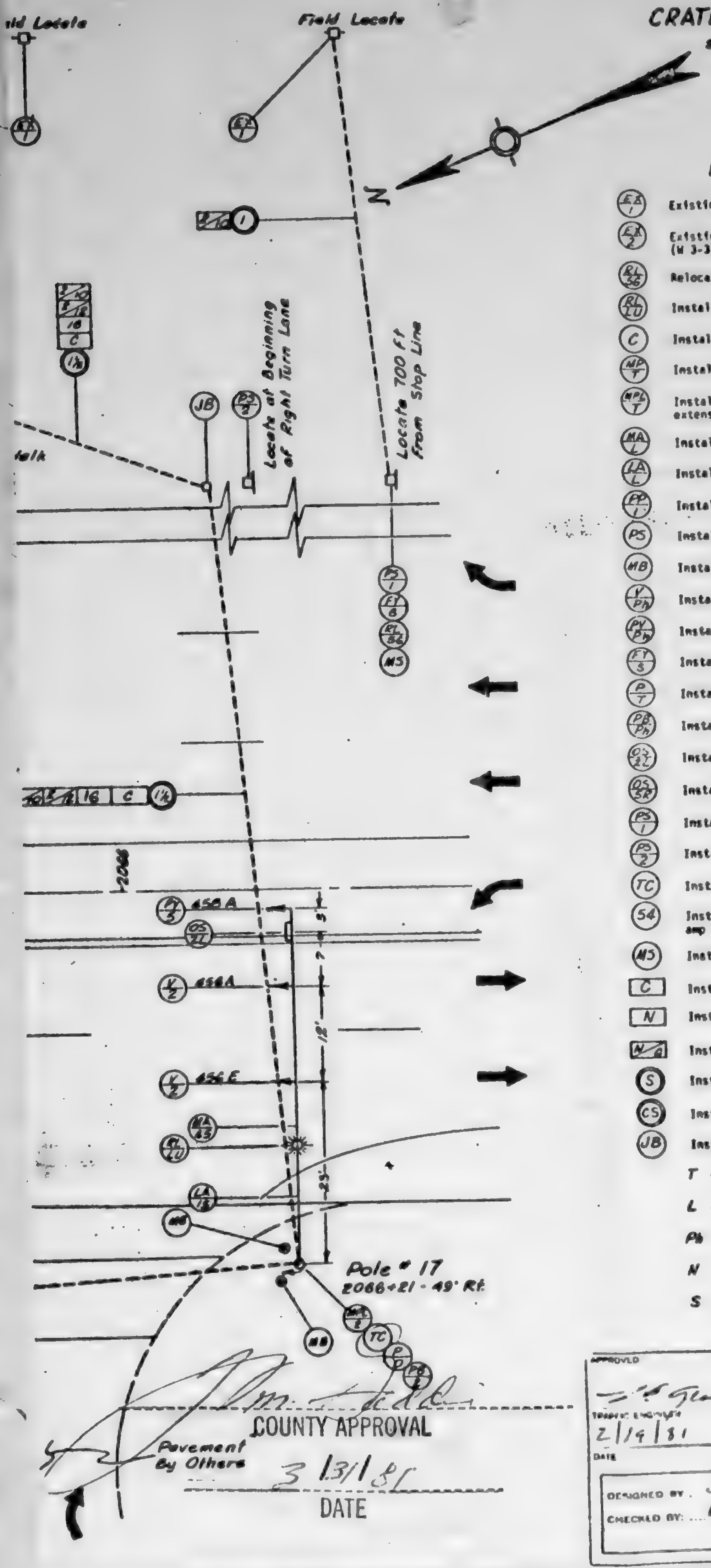
CRATER LAKE HIGHWAY

JACKSON COUNTY

DATE February 1981

T.E. DWG. NO. 4913

SIGNAL PLAN
CRATER LAKE HWY AT LAKE OF THE WOODS HWY


SCALE 0 10 20 30 40 50 FEET
Field Locate
Field Locate
N
Locate at Beginning of Right Turn Lane
Locate 700 Ft From Stop Line
JB
EX 1
EX 2
PS 2
PS 1
FY 8
RL 56
MS
C
1½
16
456A
456A
456E
PP 3
OS 2L
V 2
V 2
MA 45
RL LU
LA 12
MB
MB
TC
P
PB
2066
5'
7'
18'
25'
Pole # 17
2066+21 - 49' Rt.
Pavement By Others
alk

COUNTY APPROVAL

3/31/81

DATE

L E G E N D

EX/1	Existing power pole (power source)
EX/2	Existing "STOP AHEAD" signs (2) - Remove and install "SIGNAL AHEAD" signs (2) (W 3-3-48)
RL/56	Relocate existing flasher cabinet and service
RL/LU	Install salvaged luminaire
C	Install Model 170 controller in Model 332 cabinet
MP/T	Install Type (T) standard traffic signal mast arm pole
MPL/T	Install Type (T) standard traffic signal mast arm pole with luminaire pole extension (40 foot mounting height)
MA/L	Install (L) foot traffic signal mast arm
LA/L	Install (L) foot luminaire arm
PP/1	Install pedestrian signal pedestal with frangible base
PS	Install pedestrian pipe standard
MB	Install metal pole barrier
V/Ph	Install Phase (Ph) vehicle signal
PV/Ph	Install Phase (Ph) programmed vehicle signal
FY/S	Install (S) inch flashing yellow beacon
P/T	Install Type (T) modified pedestrian signal
PB/Ph	Install Phase (Ph) pedestrian pushbutton with instruction sign
OS/2L	Install interior-illuminated "LEFT TURN SIGNAL" sign
OS/SR	Install interior-illuminated right arrow "ONLY" sign
PS/1	Install post mounted "SIGNAL AHEAD" sign (W3-3-48)
PS/2	Install post mounted "RIGHT LANE MUST TURN RIGHT" sign (R3-7R)
TC	Install terminal cabinet
54	Install service cabinet with 50 amp SP circuit breaker for signals and 20 amp DP circuit breaker for illumination
MS	Install 120/240 volt meter base
C	Install one No. 6 Type THWN wire (signal system common)
N	Install (N) No. 14 Type THWN wires
N/G	Install (N) No. (G) Type TW wires
S	Install (S) inch electrical conduit
CS	Install two two-inch conduit stubs (cap both ends)
JB	Install 17" x 10" x 12" concrete pull box

T = Type shown
L = Length shown
Ph = Phase shown
N = Number of conductors shown
S = Size shown

G = AWG size shown
A = Standard plumbizer
E = Elevator plumbizer
456 = 12" R, 12" Y, 12" G
468 = 12" R, 12" Y, 12" GLTA

APPROVED TRAFFIC ENGINEER 2/19/81 DATE	OREGON STATE HIGHWAY DIVISION [illegible] TRAFFIC SIGNAL INSTALLATION CRATER LAKE HWY AT [LAKE OF THE WOODS HWY, AVENUE "G" & LINN RD.] SEC. CRATER LAKE HIGHWAY JACKSON COUNTY
DESIGNED BY: JR CHECKED BY: KJ	DATE August 1980 TE DWG NO 4916

9271 3-18-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-13(6) & F-13(9)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00052 & 10087

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/18/81

8. FEDERAL ROUTE NUMBER Primary 13

9. STATE ROUTE NUMBER Primary 22

10. GENERAL LOCATION:

Crater Lake Highway at Avenue "G" and Crater Lake Highway at Lake of the Woods Highway and at Linn Road.

11. GENERAL DESCRIPTION OF WORK

Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Perm Pave Striping S.F. $5,600
State Furnished Software $1,500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's March 16, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $242,530 Federal Funds $304,368.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
APR 7'81
REFER TO
FOR
Info Inver. R/D D/R Supp Act File

14. DATE 3/18/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE Assistant Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9229

2-12-81

Li

U. S. DEPARTMENT OF TRANSPOR ION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES-13(6)

STATE PROJECT NO. See below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 00052

FROM:
E.J. Valach, Acting Division Admin
FHWA - Oregon Division

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO [illegible]
FOR

Orig to
2-19-81

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	2/12/81	Primary 13	Primary 29

GENERAL LOCATION:
Crater Lake Highway at Avenue "G" (White City) Section

GENERAL DESCRIPTION OF WORK:
Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/11/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $127,770 Federal Funds $114,993.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/12/81	G. K. Hossner	for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-885

92-4 2-12-81

U. S. DEPARTMENT OF TRANSPORTA[illegible]N - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	FEDERAL AID PROJECT NO. F-13(9) STATE PROJECT NO. See below
FROM: E.J. Valach, Acting Division Admin FHWA - Oregon Division	PROGRAM NO. ITEM NO. 10087
COUNTY NAME Jackson	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO Manning
FOR

orig to 2-19-81

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	2/12/81	Primary 13 Primary 22

GENERAL LOCATION:

Crater Lake Highway at Lake of the Woods Highway and Linn Road

GENERAL DESCRIPTION OF WORK:

Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/10/81 you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a TEC of $214,760 Federal Funds $189,375.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/12/81	G. K. Hosmer	for Acting Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 631-888

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 11, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

Original Signed by
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 00052
Project No. HES-13(6)
Crater Lake Hwy. @ Ave. "G" (White City) Sec.
Jackson County

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $127,770 with an obligation of $114,993 in Federal funds.

JLG:bkc

cc: L.E. George
Lou Olson
General Files

Form 734-3122

9279

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 10, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 10087
Project No. F-13(9)
Crater Lake Hwy. @ Lake of the Woods Hwy.
& Linn Rd. Section
Jackson County

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $214,760 with an obligation of $189,375 in Federal funds.

JLG:bkc

cc: Lou Olson
General Files

Form 734-3122

9274

1.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

December 4. 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10087
Project No. F-13(9)
Crater Lake Hwy. @ Lake of the Woods Hwy. & Linn Road
Jackson County

Attached support data consists of PR-1 forms with project maps, traffic signal warrents, comparison accident data and other traffic data.

It is the Oregon State Highway Division's present intention to receive bids for the project on January 29, 1981.

DRH:bke
Attachments

cc: Alfred Shirley (Region 3)
General Files

Form 734-3122

9279

September 29, 1980

AGR 7

Mr. Richard A. Hawkins
Lakewood Development Associates
200 W. Barnett Road
Medford, OR 97501

MISC. CONTRACTS and
AGREEMENTS No. 7286

Dear Mr. Hawkins:

Attached for your files is a fully executed copy of an agreement for installation of traffic signals on the Crater Lake Highway at the Lake of the Woods Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

9277

L.

August 29, 1980

Board of County Commissioners
Jackson County
Courthouse
Medford, OR 97501

AGR 4

Attention: Waldene Terry
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7330

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic signals on the Crater Lake Highway at Linn Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

9279

June 26, 1980

Board of County Commissioners
Jackson County Courthouse
Medford, OR 97501

AGR 4

Attention: Waldene Terry
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7202

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the installation of traffic signals on the Crater Lake Highway at Avenue "G".

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN/gnk

Attachment

bc: Don Harwell (conformed agreement attached)

9279

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Medford, OR 97501
March 14, 1980

Michael J Anhorn

FROM: Michael J. Anhorn
Assistant District Engineer
Medford, OR

TO: J. X. Wilson
Region Maintenance Engineer
Roseburg, OR

SUBJECT: Letter Agreement
Traffic Signals at Hwys. 22 and 270
Lakewood Shopping Center
White City

Attached for your review is a rough draft copy of Letter Agreement with Lakewood Development Associates for their participation in the five-phase traffic signal at subject location. This is intended to be included within the provisions of a road approach permit to be written at a later date.

Please review and return with your comments.

Also enclosed for your information is a copy of a letter of understanding submitted to this office by Dick Hawkins of Lakewood Associates.

Also enclosed, at Kipp's request, is a copy of Advance Deposit form, Order to Render Service and a copy of Lakewood's check in the amount of $1,500.

This should document the developer's intent to financially participate in the subject traffic signals.

MJA:flk

Enclosures

ROSEBURG REGION
RECEIVED
MAR ▲ 7 1980

[✓ RE]	[✓ RME]	RCE	ROE	[✓ TE]
RUE	DES	RSR	RPR	RLE
ENV	FAE	RBI	SEC	

9279

LAKEWOOD CENTER

LAKEWOOD DEVELOPMENT ASSOCIATES

March 11, 1980

Michael J. Anhorn
Asst. District Engineer
Oregon State Hwy. Division
2692 No. Pacific Highway
Medford, Oregon 97501

Re: - Lakewood Center -
Hwy. 140 Traffic Signalization

Dear Mike:

Enclosed please find our check in the amount of $1,500.00 which we understand to be a non-refundable deposit for our share of engineering expense on the subject traffic signalization project.

Also, per our conversation we understand that the additional sum of $13,500.00 shall become due and payable thirty (30) days after award of a contract on the subject project. This award is scheduled for approximately 10-01-80. In addition, as per our discussion, the $13,500.00 may prove to need adjustment depending on bid results.

We are in the process of securing the following documents as requested:

1. Preliminary Title Reports covering the properties involved.
2. Permanent Easement from Anderson, Et Al.
3. Letter from Anderson, Et Al granting permission for the OSH Division to construct an access and detector loops as may be required in the proposed location.
4. Accessors maps of the subject area and properties.

200 West Barnett, Medford, Oregon 97501

As stated in our previous discussions, we are serious in our intent to proceed with the development of Lakewood Center. It is our intent to sign the agreement you are preparing assuming all matters are consistent with our present understanding.

Regards,
LAKEWOOD DEVELOPMENT ASSOCIATES

Richard A. Hawkins
Partner

Enclosure

cc: L.D. "Joe" Josephson
Bob Robertson
Bill Clark
Dick McLaughlin
John L. Hilts

9279

Form 81-734-3109

Oregon State Highway Division

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Lakewood Development Associates

200 W. Barnett Road, Medford, OR

Order No. 1

Date 3/11/80

By: Richard Hawkins

Associate Partner
(Official Capacity)

Prefix and account number to which work is to be charged 15-8249

Description and Location of Work To Be Performed or Materials To Be Furnished:

Non-refundable advance payment for developer's share of preliminary engineering for traffic signals at Highway #270 and Highway #22. Balance, if any, to be carried forward to construction or construction engineering.

Estimate of Quantities and Cost

See above.

Basis of Payment:

☐ Monthly payments
☐ Single payment on completion of work
☐ Other basis as follows:

Amount of advance deposit (if any) $ 1,500.00

Deposit received by Secretary on 3/11/80

Authority from Requisitionist:

☐ Agreement dated
☐ Letter to .... date
☒ Oral request to Mike Anhorn, date 3/11/80

Department Authority:

☐ Order of State Highway Engineer
☐ Head of branch or section issuing order

Field information submitted by .... in letter dated ....

Expected date of completion of work or delivery of materials September 1980

Superintendent or engineer responsible for performance of work and submission of information for billing ....

Record of billing requests:

Number . . .			
Date			
Amount . . .			

Order prepared by Maintenance Section

Signed Michael J. Anhorn

Assistant District Engineer

Instructions: Section head or staff engineer approving order will send original copy to Project Management and will retain duplicate copy. He will also send copies to interested region engineer, resident engineer and/or district engineer.

SP*19713-734

9274 2-6-80 L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve Title II projects, I approved the following:

Section	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
Crater Lake Highway at Avenue "G" (Jackson County)	$65,000	$58,500	$6,500	---	1-15-80
Pacific Highway East at Grimm Road (Marion County)	$100,000	$90,000	---	$10,000	1-15-80
*The Dalles-California Highway at Midland Highway (Klamath County)	$300,000	$270,000	$30,000	---	1-18-80
14 RR Gate Projects	$940,000	$846,000	**$94,000	---	1-23-80
East Main Street-Madison Street Klamath Falls-Lakeview Highway	$35,000	$31,500	$3,500	---	1-29-80
Clackamas Highway at SE River Road (Milwaukie)	$60,000	$54,000	$6,000	---	1-31-80

* NOTE: Project cancellation
** NOTE: State Grade Crossing Protection Fund

February 6, 1980

H. S. Coulter
State Highway Engineer

PRO 6-1-4

STATE OF OREGON INTEROFFICE MEMO

Highway - Traffic 378-6537
DEPT. TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: January 11, 1980

RECEIVED STATE HWY ENGR
JAN 15 '80
REFER TO
FOR
File
Act
Sign
O/R
R/O
Inves
Info

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II, Section 209 Project

A project is proposed to install a five-phase fully-actuated traffic signal and intersection illumination on the Crater Lake Highway at Avenue "G" in Jackson County.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Funds	Federal Funds	State Funds
State	Crater Lake Highway at Avenue "G" (Jackson County)	$65,000	$58,500	$6,500

The project has been investigated and is eligible for funding under Title II, Section 209 (Hazard Elimination Program). We recommend your approval and request that you authorize this project under delegated authority.

NOTED
GLEN L. CLARK

L. E. George
Traffic Engineer

NOTED
L.E. GEORGE

RHB:jrb
Attachment

1-15

APPROVED BY:

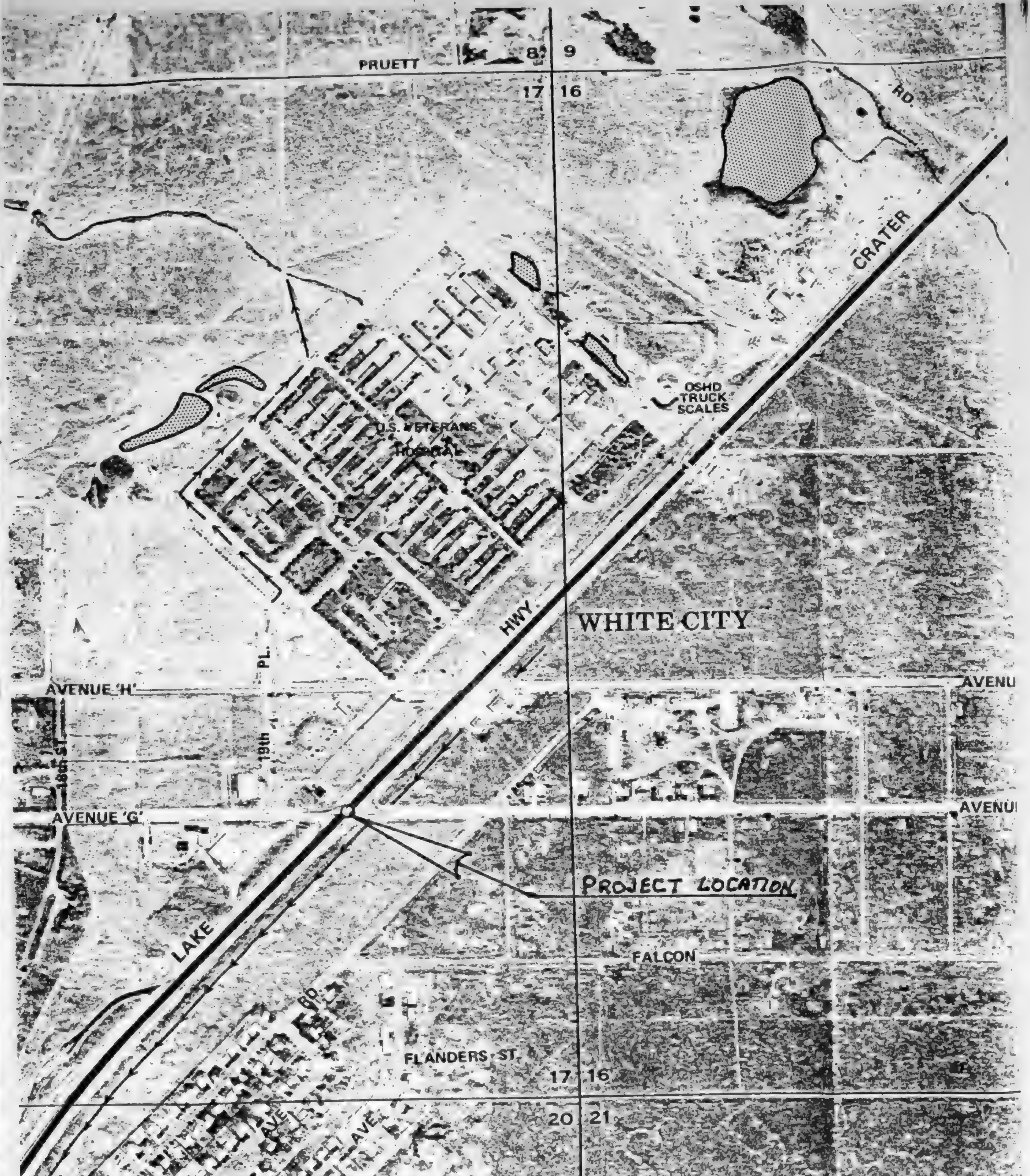
State Highway Engineer

DATE: 1-15-80

CC TO Bud Shirley
1/17/80

NOTED
DWAYNE HOFSTETTER

RECEIVED
JAN 16 1980
TRAFFIC ENGINEERING


PRUETT
8
9
17
16
RD.
CRATER
OSHD
TRUCK
SCALES
U.S. VETERANS
HOSPITAL
WHITE CITY
HWY.
AVENUE 'H'
AVENU
19th
PL.
18th ST.
AVENUE 'G'
AVENU
PROJECT LOCATION
LAKE
FALCON
RD.
FLANDERS ST.
17
16
20
21
AVE
AVE
AVE
MAPLE
CT.
WHITE CITY
SCH.

4279

2-6-80

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S-13(6)

STATE PROJECT NO. See below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 00052

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

2-13
Orig

RECEIVED
STATE HWY ENGR
FEB 13 '80
REFER TO
Moehring
FOR
Info Inves R/O D/R Sgn Act File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 2/6/80

FEDERAL ROUTE NUMBER Primary 13

STATE ROUTE NUMBER Primary 29

GENERAL LOCATION:

Crater Lake Highway at Avenue "G" (White City) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1/31/80 I concur that the subject project is a non major action as set forth in FHPM 7-7-2 paragraph 10e. Also, you are authorized to proceed with the work as shown above for a TEC of $7,350 with Federal participation limited to $6,615.

DATE 2/6/80

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-855

9279

2,

December 17, 1979

CON 15

Mr. Joe French, Legal Counsel
Oregon Log Truckers Association
P. O. Box 2167
Salem, OR 97308

Dear Mr. French:

In response to your letter of December 5, 1979, the priority ratings for the two intersections on the Crater Lake Highway (ORE 62) at Avenue "G" and at the Lake of the Woods Highway (ORE 140) were re-evaluated.

The priority rating of intersections placed on the Six-Year Highway Improvement Program is based on the weighted value obtained by determining the number of national signalization warrants each meets. Traffic data is compiled to determine which of the various warrants are met. A statewide list is then prepared, which is the basis for selecting projects for the Six-Year Highway Improvement Program.

The ORE 140 intersection meets only the Interruption of Continuous Traffic Warrant. The weighted value of this warrant is 10. No other warrants are met. All current traffic data was again reviewed to determine if any additional warrants were met. Conditions have not changed.

The other intersection, Avenue "G", fulfills the minimum vehicular volume (weight 25), as well as the Interruption Warrant, for a total of 35 points. The accident history at this location indicates a need for corrective action soon.

There is no doubt that between these two intersections, Avenue "G" has a higher priority and should be placed on the Six-Year Highway Improvement Program for earlier construction if funds are available.

Sincerely,

H. S. Coulter
State Highway Engineer

LEG:ds jh
bc: D. H. Moehring
L. E. George
Alfred Shirley, Jr.

OLTA
An Association Serving The Forest Products Transportation Industry

P O BOX 2167 / SALEM OREGON 97308 / 1449 LIBERTY ST S E (503) 364-5168

December 5, 1979

Check Both
Locations for
accident – Produce
Rush collision
Diagram.

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Sir:

RE: Controlled Access Intersection ORE-62 and ORE-140

Enclosed is a copy of a letter I received from your office on December 13, 1978. This was preceeded by a request to place a traffic light at the intersection of ORE-62 and ORE-140. Many of our log truckers were complaining that this was a very dangerous intersection and that the light would defuse this situation.

"6"

I have received a copy of the preliminary Six-Year Highway Improvement Program dated September, 1979. On page 20 it states there will be a signal placed on Route ORE-62, Crater Lake Highway and Avenue C in 1980. Just above this statement its states that a traffic light will be placed on ORE-62 and the intersection of ORE-140 in 1981. As I understand, this is the request in the original letter.

It is the contention of our members this is a reversal of priorities, and the request that we have previously made should bear a higher priority. We would request that you change the order of installation of the two lights and place the ORE-62 and ORE-140 intersection light in 1980. Please advise.

NOTED
L. E. GEORGE

Yours truly,

OREGON LOG TRUCKERS ASSOCIATION

Joe French
Joe French
Legal Counsel

JF/sh
Enclosure

RECEIVED
STATE HWY ENGR
[illegible] '79
REFER TO
12-6 Mookrien
FOR

NOTED
DWAYNE HOFSTETTER

Transportation … As Vital to the Forest Products Industry as the Saw

9274

4

Vic Atiyeh

April 12, 1979

Mr. Robert Cain
P. O. Box 2023
White City, OR 97501

Dear Mr. Cain:

The traffic study mentioned in my March 23 letter has now been completed. This concerned the need for a traffic signal investigation on ORE62 at Avenue "G" in White City.

The study reveals that two of the nationally accepted warrants for signalization are met. This would place this location in the top half on our Traffic Signal Priority List of approximately 60 warranted signals on the State Highway System for which financing is not now available.

By a copy of this letter, I am instructing that this location be added to the Traffic Signal Priority List. As funds become available, this location will be considered for installation.

Sincerely,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
J. H. Versteeg
L. E. George
Bud Shirley - Traffic proposes a standard 5-phase unit without an interconnect to Avenue "H".

GLC:DKH:cs ja

~~Dwayne~~
Glen C.

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 23, 1979

Note
manual count
being made
Glen

Mr. Robert Cain
Box 2023
White City, OR 97501

Dear Mr. Cain:

I appreciate your taking the time to follow up your telephone call with a letter explaining your views on the need for a traffic signal at the intersection of Highway 62 and Avenue G in White City.

Immediately following your telephone call of March 21, I asked our Traffic Engineering Section to perform an intersection analysis which will include the traffic counts suggested in your letter, as well as a complete review of the accident history at the intersection. Completion of this effort will take about two weeks.

As I explained on the telephone, we have a long list of intersections that currently warrant traffic signal installations. As money becomes available to the Department, signals are installed at intersections which are on that priority listing. The information which our Traffic Engineering Section will develop over the next two weeks will determine how the intersection of Highway 62 and Avenue G will rank in that priority listing.

As soon as our investigation is complete, I will advise you of our findings.

Sincerely,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Asst. State Highway Engineer
Technical Services Branch

ESH:ja

NOTED
L. E. GEORGE

bc H. S. Coulter
L. E. George (enc.)
J. H. Versteeg "
Bud Shirley "

RECEIVED
MAR 2 6 1979
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

Box 2023
White City,Oregon 97501
March 22,1979

Mr Ed Hunter
Room 103
Transportation Bldg.
Salem,Oregon 97310

RE: Telephone conversation March 21,1979

Dear Mr Hunter

Thanks for taking the time to discuss a traffic control signal at the insection of Hwy 62 and Ave. G in White City.

I,feel sure if you were to install a traffic counter at this intersection you would find a need for a light.

As indicated on the enclosed map there are over 38 mills,logging outfits the V.A. Domiciliary.All in a space of one square mile.This is also the main crossing for over 1200 residences not counting the traffic flow from Eagle Point Shady Cove,Butte Falls and all the traffic to and from Crater and Diamond Lakes.

The intersection is not properly marked it is virtually impossible to see to make a left turn at nights in the winter months when the fog is out.Which is most of the time.

There is some kind of accident at this intersection on an average of one each two weeks.True some are minor in nature but the man in Providence Hospital from the accident last Wednesday it isn't minor.

The White City Post Office is located at this corner and causes lots of slow moving traffic and lets face it the members of the Dom. are not the best drivers in the world.

Hope something can be done about this before a whole family is wiped out.

Sincerly,

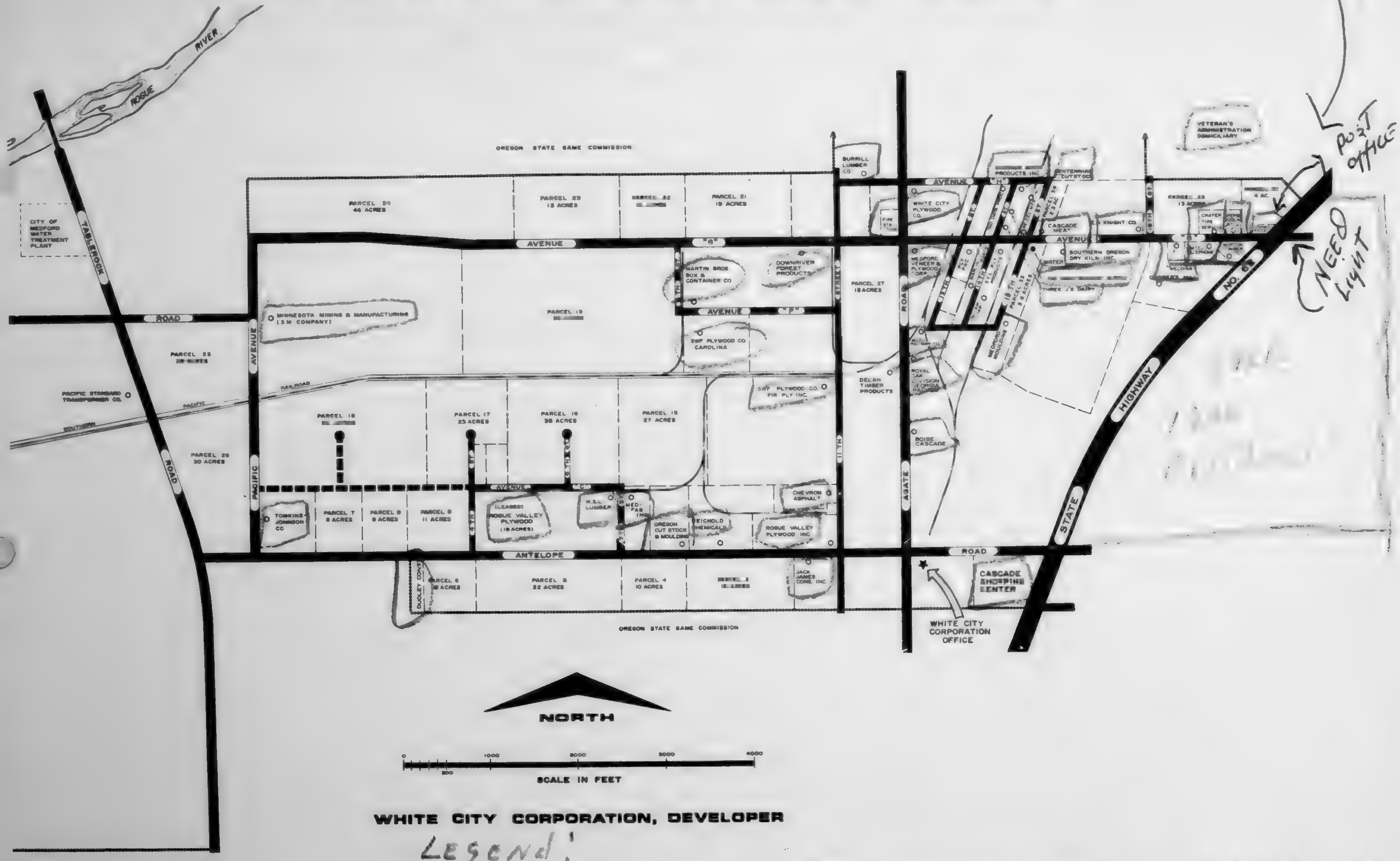
Robert Cain
Robert Cain

RECEIVED
TECHNICAL SERVICES
MAR 23 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

CRATER
Diamond Lake
Butte Falls
Shady Cove
Eagle point
Traffic

MEDFORD INDUSTRIAL PARK


ROGUE RIVER
CITY OF MEDFORD WATER TREATMENT PLANT
TABLE ROCK ROAD
OREGON STATE GAME COMMISSION
PARCEL 24 46 ACRES
PARCEL 23 13 ACRES
PARCEL 22
PARCEL 21 19 ACRES
BURRILL LUMBER CO
AVENUE
"G"
ROAD
MINNESOTA MINING & MANUFACTURING (3 M COMPANY)
PARCEL 19
MARTIN BROS BOX & CONTAINER CO
DOWNRIVER FOREST PRODUCTS
SWF PLYWOOD CO. CAROLINA
SWF PLYWOOD CO. FIR PLY INC.
PARCEL 25
PACIFIC STANDARD TRANSFORMER CO.
SOUTHERN PACIFIC RAILROAD
PARCEL 18
PARCEL 17 23 ACRES
PARCEL 16 38 ACRES
PARCEL 15 27 ACRES
PARCEL 20 30 ACRES
PACIFIC AVENUE
TOMKINS-JOHNSON CO
PARCEL 7 8 ACRES
PARCEL 8 8 ACRES
PARCEL 9 11 ACRES
(LEASED) ROGUE VALLEY PLYWOOD (18 ACRES)
W.S.L. LUMBER
MED-FAB INC
OREGON CUT STOCK & MOULDING
REICHOLD CHEMICALS
CHEVRON ASPHALT
ROGUE VALLEY PLYWOOD INC.
ANTELOPE ROAD
DUDLEY CONST
PARCEL 6 38 ACRES
PARCEL 5 22 ACRES
PARCEL 4 10 ACRES
PARCEL 3
JACK JAMES CONE INC.
11TH
PARCEL 27 18 ACRES
DELAH TIMBER PRODUCTS
AGATE ROAD
ROYAL CAR DIVISION GEORGIA PACIFIC
BOISE CASCADE
WHITE CITY PLYWOOD CO.
FIRE STA
PRODUCTS INC
CENTENNIAL CUTSTOCK
MEDFORD VENEER & PLYWOOD CORP
PLY PAC
PARCEL 34 2.3 AC
CASCADE MEAT
KNIGHT CO.
SOUTHERN OREGON DRY KILN INC.
WATER
THREE J'S DAIRY
18TH
PARCEL 33 3.6 ACRES
MEDFORD MOULDING
10TH ST.
PARCEL 35 13 ACRES
4 AC.
CRATER TIRE SERVICE
VETERAN'S ADMINISTRATION DOMICILIARY
CASCADE SHOPPING CENTER
WHITE CITY CORPORATION OFFICE
STATE HIGHWAY NO. 62
Post office
NEED Light
NORTH
0
500
1000
2000
3000
4000
SCALE IN FEET

WHITE CITY CORPORATION, DEVELOPER

Legend!
⬭ Businesses — 39 plus some not on map -1 sq mi-

9877

GENERAL FILES

L

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: March 15, 1979

FROM: Gerald Wimer Gerald Wimer
Local Government Manager

SUBJECT: Proposed Traffic Signals
Crater Lake Hwy. @ Lake of the Woods Hwy.
State Bond Program

The subject project shows in the October 1, 1978 Bond Status Report to "Contract." However, District 8 has no funds earmarked for "Remainder to be Contracted."

Project originally estimated to cost $25,000 with $3,000 spent for PE. Current estimate $55,000 with $1,500 to update the old plans to current standards.

Glenn Clark says the intersection meets the interruption to traffic warrant with 3 preventable accidents last year. It rates a 10 on the signal installation index or quite marginal.

No objection from traffic or, according to Jack Ayres, Region to drop from Bond Funding. Means project must compete with other signal projects for Six-Year Program or any other special funding.

Project no longer considered for State Bond Funding.

GW:pf

cc: H. S. Coulter ✓
Dave Moehring
Hal Versteeg
Frank Terpin
Ed Haury
E. S. Hunter
C. T. Keasey
L. E. George
A. J. "Bud" Shirley

LWK

RECEIVED
STATE HWY ENGR
MAR 16 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

125-1367

9224

4

December 13, 1978

Mr. Joe French
Legal Counsel
Oregon Log Truckers Association
P. O. Box 2167
Salem, OR 97308

Dear Mr. French:

Your suggestion of November 27 to extend the controlled access at the intersection of ORE62 and ORE140 does not appear to be practical. We, however, do not fully understand your intent in controlling this access. Perhaps amplification on this might help in further analysis of the situation. Any additional information would be most appreciated.

I might point out that, because of our financial situation, it would be most difficult to undertake any project of this nature at this time.

The subject of the intersection of Crater Lake and Lake of the Woods Highways in Jackson County was studied during the peak of the summer traffic and no change was found in the number of traffic signal warrants met. At this time, we cannot justify giving a higher priority to this project on the Statewide Traffic Signal Priority List. Funding is critical and this project must be considered in its proper relation with all others.

Sincerely,

H. S. Coulter
State Highway Engineer

DKH:ds HSC:ia

bc F. B. Klaboe
Alfred Shirley, Jr.
L. E. George
George Thornton

NOTED
H. S. COULTER

OLTA
An Association Serving The Forest Products Transportation Industry
P. O. BOX 2167 / SALEM, OREGON 97308 / 1449 LIBERTY ST. S.E. (503) 364-5168
Legal Division

November 27, 1978

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Coulter:

RE: Intersection of Highway 140 and Highway 62

I have been contacted regarding the above intersection to request that a traffic light be installed. This is a very dangerous intersection and we have had many complaints regarding this matter.

In January of 1978, you wrote me a letter regarding this intersection. Prior to that time, we received complaints from members of the Oregon Log Truckers Association regarding this hazardous intersection.

Would it be possible to have the controlled access extended between the Lost Creek Dam and Medford, Oregon, in the event a light cannot be installed? It is extremely hazardous around Medford and White City, Oregon, and from information I have received, it is almost impossible to pull onto the highway because of the heavy flow of traffic.

We would appreciate your assistance in this matter.

Yours truly,

OREGON LOG TRUCKERS ASSOCIATION

Joe French
Joe French
Legal Counsel

JF/sh

RECEIVED
STATE HWY ENGR
NOV 28 '78
REFER TO
LE George
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

Transportation ... As Vital to the Forest Products Industry as the Saw

9321

GENERAL FILES

2.

NOTED
H. S. COULTER

~~TRA 7~~

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6653

August 24, 1978

Mr. Joe French
Legal Counsel
Oregon Log Truckers Assoc.
P. O. Box 2167
Salem OR 97308

Dear Mr. French:

As promised in Mr. Coulter's letter of January 31, 1978, another traffic signal investigation was undertaken during the peak of the tourist season in July at the intersection of ORE62 and ORE140 near Medford.

The results of this investigation reveal no change from the previous investigation in that only one warrant continues to be met.

This intersection will remain at its present location on the statewide traffic signal priority list and will be considered for construction when funds become available.

Thank you for your interest and concern in traffic safety.

Cordially,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

kdo/as/cw

cc H. S. Coulter
L. E. George
George Thornton

RECEIVED
STATE HWY ENGR
AUG 30 '78
REFER TO
FOR

Info	Inves	R/D	D.R	Sign	Act	File

9279

January 31, 1978

Mr. Joe French
Legal Counsel
Oregon Log Truckers Association
Post Office Box 2167
Salem, OR 97308

Dear Mr. French:

A traffic analysis conducted about three years ago at the intersection of State Highways 62 and 140 indicated that this intersection meets only one of the standard signal warrants.

Warrants used to determine whether or not traffic signals are needed are in accordance with the nationally adopted "Manual for Uniform Traffic Control Devices."

The intersection of State Highways 62 and 140 has been placed on a statewide list of intersections where traffic signals will be constructed when funds are available. Because it has been three years since we studied the intersection, we will conduct another study this summer during the tourist season to determine whether or not additional warrants are met.

If I can be of further assistance to you, please let me know.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

bc Alfred Shirley, Jr.
L. E. George

OLTA

An Association Serving The Forest Products Transportation Industry
P. O. BOX 2167 / SALEM, OREGON 97308 / 1449 LIBERTY ST. S.E. (503) 364-5168

Legal Division

January 23, 1978

Oregon State Highway Division
Highway Building
Salem, OR 97310

Gentlemen:

RE: Intersection of State Highway 62 and State Highway 140

I have received many complaints from log truckers in the Medford area regarding the extremely dangerous intersection where Highway 62 and Highway 140 connect. There are many times when it is extremely difficult for a truckers to enter the Highway from 140 or to make a turn from Highway 62 to 140. It is also my understanding that there have been many accidents in this intersection.

We request that the Highway Commission consider placing a traffic light at this intersection which would alleviate this condition.

If you need further substantiating information please contact me and I will have persons in the area supply you with more detailed information.

Please advise.

Yours truly,

OREGON LOG TRUCKERS ASSOCIATION

Joe French

Joe French
Legal Counsel

JF/sh

RECEIVED
STATE HWY ENGR
JAN 24 '78
REFER TO
Shirley
FOR

Info	Inves	R/D	D/R	Sign	Act	File
	✓	✓				

Transportation... As Vital to the Forest Products Industry as the Saw

1981 Meacham Rock Production 9280
Proj. on Meacham Frontage Rd.
State project

9280

L.

August 18, 1981

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9280

Gentlemen:

On August 4, 1981, we wrote to you concerning release of final payment on Contract No. 9280 awarded to Rock Process, Inc. for the Meacham Rock Production Project on the Old Oregon Trail in Umatilla and Union Counties.

Final payment on this contract is $4,067.58 and the total contract amount is $159,212.27. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Rock Process, Inc.
831 S.E. 2nd Street
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

#9280

8-6-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Sims Electric, Inc. No. 9177	Coos Bay/Roseburg Hwy. @ 2nd St. (Coquille) Coos County	July 14, 1981
Sims Electric, Inc. No. 9155	Ore. Coast Hwy. @ 4th St. (Tillamook) Tillamook County	July 16, 1981
Wildish-Corvallis Construction Co. No. 9040	SPRR X'ing @ Granger Benton County	July 20, 1981
Salem Road & Driveway Co. No. 9159	12th St.SE-Ewald Ave.SE (Salem) Marion County	July 31, 1981
Riedel International No. 9107	SPRR X'ing @ SE Lawnfield Rd. Clackamas County	August 3, 1981
D Mc D Corp. No. 9256	Enterprise Rock Production Wallowa County	August 3, 1981
Rock Process, Inc. No. 9280	Meacham Rock Production Umatilla & Union Counties	August 3, 1981
Morse Bros. Contractors, Inc. No. 9002	Siuslaw River-Walton Lane County	August 4, 1981
Wisar Const. Co., Inc. No. 9057	Little Butte Creek Bridge Jackson County	August 4, 1981
Harry Claterbos Co. J.V. No. 8949	S.Unit, Astoria-Camp Rilea Clatsop County	August 5, 1981
R & R Excavating Co.,Inc. No. 9146	NE 33rd Ave.@ NE Broadway & SE 139th Ave. @ SE Stark St. (Portland) Multnomah County	August 6, 1981

August 6, 1981

CT Keasey

C. T. Keasey
Asst. State Highway Engineer

9280 No. 5 FINAL L.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Meacham

WEEK ENDING: June 13, 1981

SECTION PREFIX: 30-8345

HIGHWAY: Old Oregon Trail

COUNTY: Union & Umatilla

NAME OF JOB: Meacham Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: Rock Process, Inc.

CONTRACT NUMBER: 9280

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 5, 1981

DATE WORK STARTED: May 8, 1981

ESTIMATED COMPLETION DATE: June 11, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 2

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: August 31,1981

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 180,465.00

EXCLUSIVE OF ENGINEERING: $ 166,155.00

ENGINEERING AUTHORIZATION: $ 14,310.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 166,155.00

ENGINEERING COST TO DATE: $ 10,070.40

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 70 %

DATE PROJECT WAS COMPLETED: June 11, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			20,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			21,000 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			21,000 CY		
AVERAGE DAILY QUANTITIES			1,250 CY		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY			2		
HOURS PER SHIFT			8		

EQUIPMENT USED DURING THE WEEK:

1 dozer, 2 loaders, 1 crusher, 1 backhoe,1 trudk

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 7		0		Completion Date Project
MONDAY 8	Cloudy	0		
TUESDAY 9	Cloudy	0		
WEDNESDAY 10	Cloudy	0		
THURSDAY 11	Cloudy	0		
FRIDAY 12	Cloudy	0		
SATURDAY 13		0		

ASHE K RECEIVED OM
CAE CA
POE JUN 15 1981 LR
QCE TC
SCS CONSTRUCTION FE
EEO BRANCH CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7	No Activity
MONDAY 8	Crusher worked two shifts producing 3/8"-#10 material. Haul and place in Meacham Sand Shed.
TUESDAY 9	Crusher worked two shifts producing 3/8"-#10 material. Haul and place in Meacham Sand Shed
10 WEDNESDAY	Crusher worked two shifts producing 3/8"-#10 material. Haul and place in Meacham Sand Shed.
11 THURSDAY	Crusher completed producing 3/8"-#10 material for this project at 8:00 a.m. Began moving equipment out.
FRIDAY 12	Equipment moved out of Meacham quarry.
SATURDAY 13	No Activity

REMARKS

Contractor completed crushing 3/8"-#10 material Thursday, June 11, 1981.

Approximately 21,000 cubic yards of material produced.

Equipment moved from project June 12, 1981.

Second notification dated June 11, 1981, and third notification dated June 12, 1981.

SIGNED Thomas A Penner LOCATION Pendleton
T. A. Penner, Ass't Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

9280

80N

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/21/78

Donald L Rout

4-27-78 Bid Letting ____________ All Clear Deadline

SECTION MEACHAM ROCK PRODUCTION
Highway Old Oregon Trail
County Umatilla Region 5
Type of Work Rock Production Funds RK.PROD.
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	N/A State Funds
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☐	☒	☐	☐	☒	Permit applied for
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☐	

1981 Wallowa Lake Hwy. @ Monroe 9281
Ave. (LaGrande) Sec. (Grading,
paving & signals)

CHA 7301 8-29-80

rll 9281

F

CC: OSHD (Coulter) STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

4-25-84

REGION NUMBER 10	REPORT NUMBER 2	COUNTY Union		DIVISION Oregon
DATE OF REPORT 4/25/84		REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. F-7(9)
COMPLETION DATE 1/28/82		ACCEPTANCE DATE BY CONTRACT AGENCY 8/31/82	TIME ELAPSED 100 %	CONTRACT TIME 220 CD
APPROVED EXTENSIONS NONE		LOCATION City of LaGrande, Union County, Oregon		

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WALLOWA LAKE HIGHWAY AT MONROE AVENUE (LAGRANDE) SECTION
WALLOWA LAKE HIGHWAY
Grading, Paving & Signals

This project provided for the improvement of this intersection and the installation of traffic signals.

The signals were in operation at the time of Inspection Report No. 1. However, because of the complex layout of this intersection, some modifications were required to improve the operation of the facility. Project Manager Schlieski indicated (4/23/84) that all the necessary changes have now been made and that the intersection is operating satisfactorily under both snow and no snow conditions.

The final cost of the original contract items was $139,037.94 or a 2.5 percent overrun of the contract amount of $135,638. The final cost of the project including all changes and engineering was $164,526.57.

All participating work on the project has been completed.

NOTED
W. E. SCHWARTZ
5/7

RECEIVED
STATE HWY ENGR
MAY 4 '84
REFER TO
Fredricksson
FOR
Info | Inves | R/D | D/R | Sign | [illegible] | File

*NOTE: Not applicable for direct federal projects

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter Original Signed by D. B. Carter Area Engr		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4/30/84	TITLE Field Operations Engineer	DATE 5/1/84

ORM FHWA 1446B (Rev 12-79) PREVIOUS EDITIONS MAY BE USED.

9281

L.

9952

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Hansen Electric Co. No. 9332	Pendleton/John Day Hwy. @ SW 20th St. (Pendleton) Umatilla County	August 4, 1982
Electric Corp. No. 9365	Pacific Hwy. E. @ Lana Ave. NE (Salem) Marion County	August 9, 1982
Ausland Construction, Inc. No. 9371	Manzanita Safety Rest Area Josephine County	August 11, 1982
Hamilton Electric, Inc. No. 9282	Beaverton/Tualatin Hwy. @ SW Locust St. Washington County	August 16, 1982
Weaver Construction Co. No. 9422	South Pine Creek Bridge Harney County	August 18, 1982
Douglas S. Coats, Inc. No. 9278	Dewey Ave.-UPRR U-X'ing (Baker) Baker County	August 18, 1982
Sims Electric, Inc. No. 9390	SE King Rd. @ SE Price Fuller Rd. Clackamas County	August 19, 1982
Holst Construction Co. No. 9421	Scappoose Creek Bridge Columbia County	August 25, 1982
Michael A Becker, Gen. Contractor No. 9405	Whitney Sand Storage Shed Baker County	August 31, 1982
Steeck Electric Co. No. 9281	Wallowa Lake Hwy. @ Monroe Ave. (LaGrande) Union County	August 31, 1982

Orig General
cc Information
Files

September 9, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9281

L.

September 7, 1982

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9281

Gentlemen or Ladies:

On September 1, 1982, we wrote to you concerning release of final payment on Contract No. 9281 awarded to Steeck Electric Co. for work on the Wallowa Lake Highway at Monroe Avenue in LaGrande, Union County.

Final payment on this contract is $1,000 and the total contract amount is $139,684.80. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Steeck Electric Co.
P. O. Box 789
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
Robert D. Hector

9281

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-7(9)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Union
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 10043
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/8/82
8. FEDERAL ROUTE NUMBER Primary 7
9. STATE ROUTE NUMBER Primary 10
10. GENERAL LOCATION:
Wallowa Lake Highway at Monroe Avenue
11. GENERAL DESCRIPTION OF WORK
Revise traffic signal installation
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 6/8/82 as requested in Mr. Keasey's letter of 8/4/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $2,500 Federal Funds $2,205.

RECEIVED
STATE HWY ENGR
AUG 20 '82
REFER TO.
FOR
Info Init. R/D R Sign Att File

14. DATE 8/19/82
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9 2 81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-20-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-7(9)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10043

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/15/82

8. FEDERAL ROUTE NUMBER Primary 7

9. STATE ROUTE NUMBER Primary 10

10. GENERAL LOCATION:
Wallowa Lake Highway at Monroe Avenue

11. GENERAL DESCRIPTION OF WORK
Furnish and install modified signal control program

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 4/15/82 as requested in Mr. Keasey's letter of 5/5/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $2,500 Federal Funds $2,205.

RECEIVED
STATE HWY ENGR
MAY 24 '82
REFER TO Mr. Irving
FOR
Info | Inv | R/D | D R | Sign | Act | File

Orig 5-24-82

14. DATE 5/20/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9281

L

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-6

TO: Joseph A. Schlieski
Project Manager

DATE: May 12, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Modifications
Wallowa Lake Hwy. at Monroe Ave. (LaGrande)
Union County
Contract No. 9281

The attached drawing shows the proposed revisions to the traffic signal at Monroe Avenue. The estimated cost of these changes is $1,500. Please prepare the necessary Force Orders to make the revisions to the signal and inform us when the work has been completed.

The vehicle signals which are being relocated onto the mast arms on Poles No. 4 & 8 can be mounted with an elevator plumbizer or with an "Astro-Brac" type mounting. The "Astro-Brac" mounting is recomended, since it would not require any field welding. Information on the "Astro-Brac" is attached.

ORIGINAL SIGNED BY L. E. GEORGE

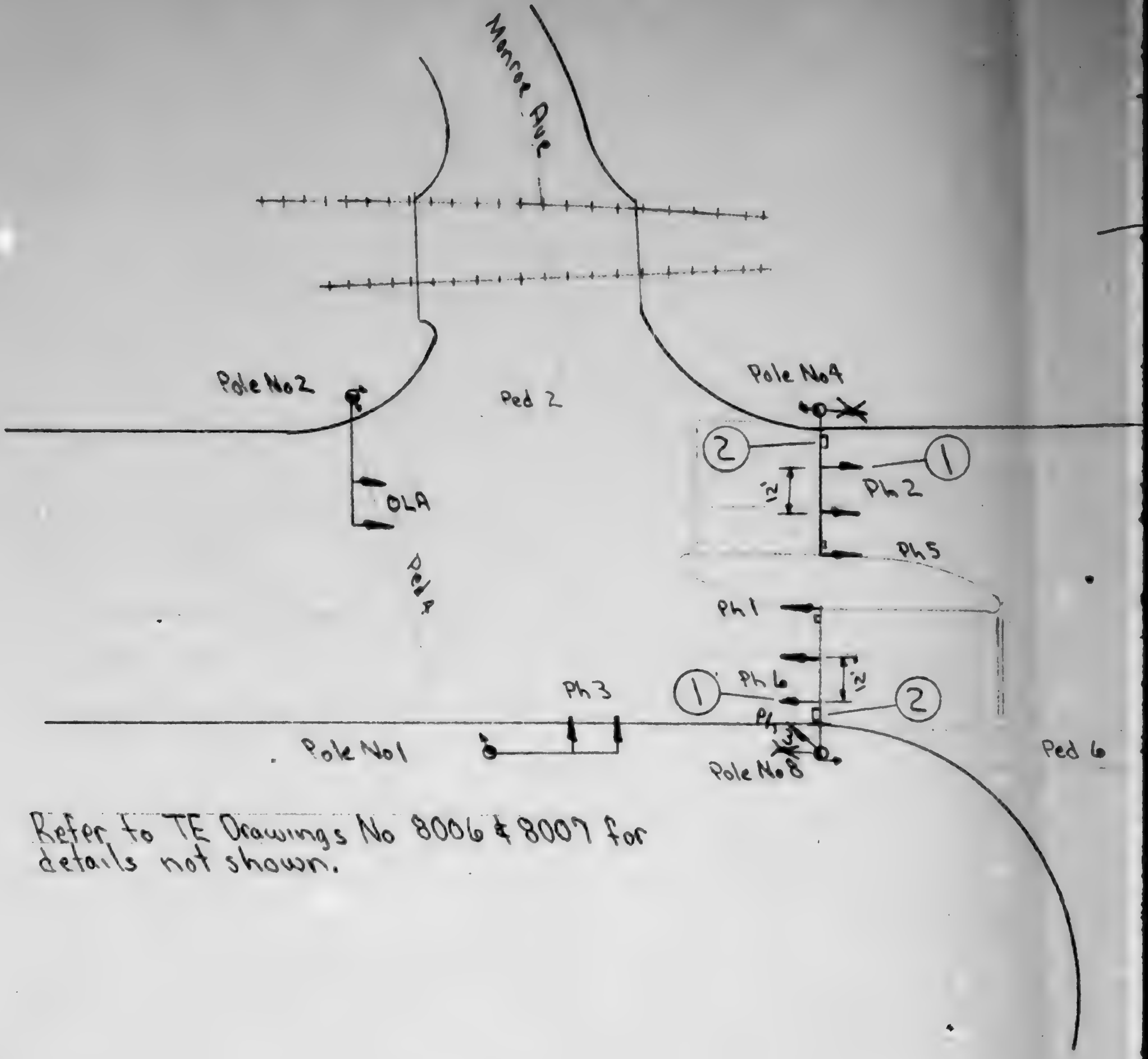
L. E. GEORGE - TRAFFIC ENGINEER

JI:np
Att.

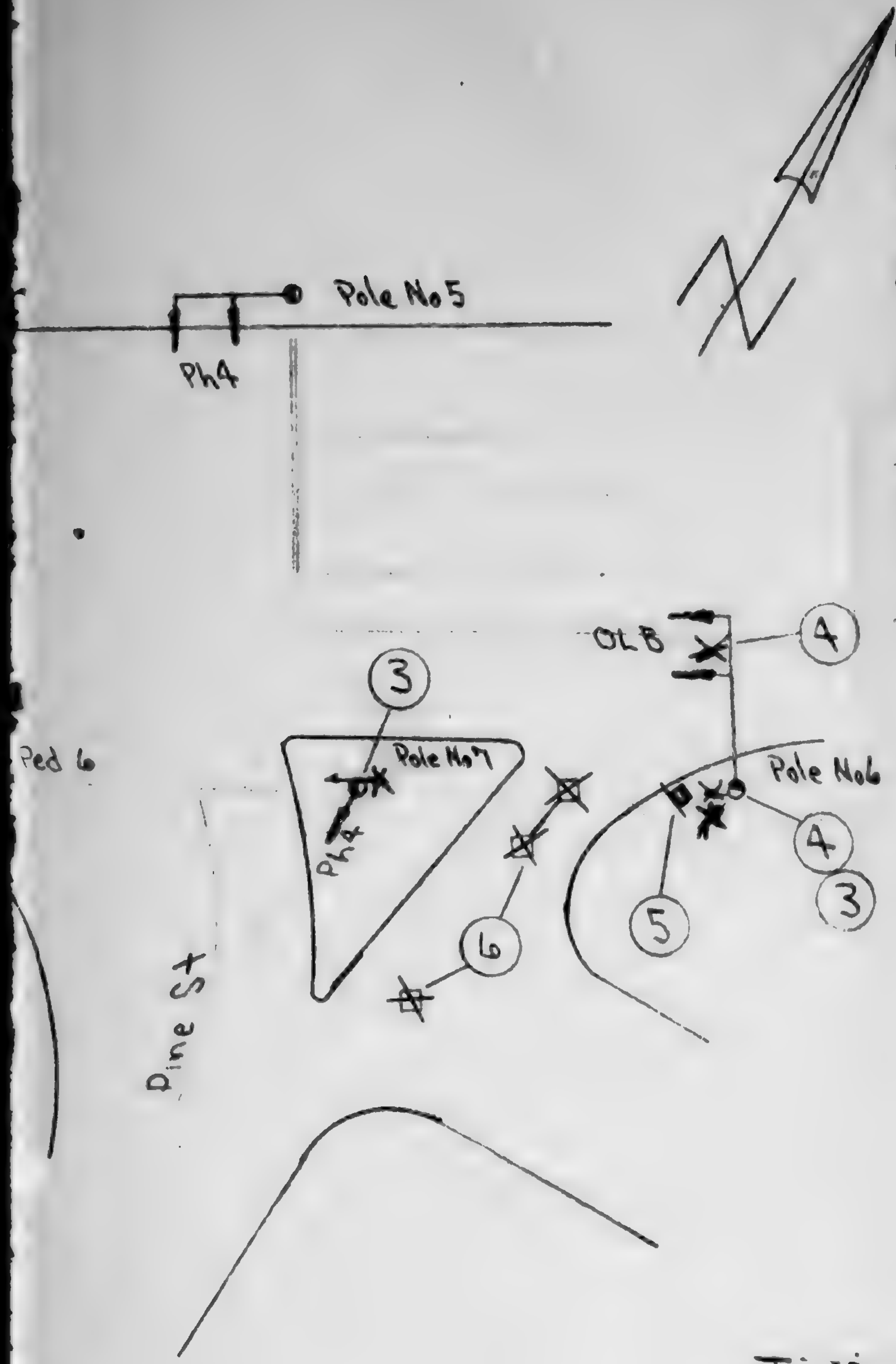
cc: E. S. Hunter
W. E. Schwartz
C. T. Keasey
R. D. Hector
L. Stormo

RECEIVED
TECHNICAL SERVICES
MAY 13 '82
REFER TO
FOR

Info	Immed	R/D	D/R	Sign	Act	File


Monroe Ave
Pole No 2
Ped 2
Pole No 4
2
1
Ph 2
Ph 5
OLA
Ped 4
Ph 1
1
Ph 6
2
Ph 3
Pole No 1
Ph 3
Pole No 8
Ped 6

Refer to TE Drawings No 8006 & 8007 for details not shown.


Pole No 5
Ph4
OLB
4
3
Pole No 7
Ph4
Ped 6
Pole No 6
4
3
5
6
Pine St

① Relocate existing pole mounted signal onto mastarm.

② Install aluminum "No Turn On Red" sign on mastarm. (Field Locate)

③ Remove existing Ped 6 pedestrian signals.

④ Remove existing Ph 8 vehicle signals.

⑤ Install "Stop" sign (Field Locate)

⑥ Disconnect existing loops

Traffic Signal Modifications
Wallowa Lake Hwy at Monroe Ave (LaGrande)
Union County
Contract No 9281
5-12-82

9281

DATE: May 11, 1982

TRA 7-6

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Attn. Dave Carter

FROM: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

SUBJECT: Semi-final Inspection Report
Traffic Signal Operation
Wallowa Lake Highway @ Monroe Avenue
La Grande, Union County
Project No. F-7(9)
Contract 9281

We have been monitoring the operation of the signal at Monroe Avenue since it was first turned on and appreciate the concerns Dave Carter expressed in his inspection report.

We are currently preparing plans to improve the operation of the signal based on a review of the traffic flow characteristics which have developed since the signal was installed.

bc H. S. Coulter
W. E. Schwartz (enc.)
C. T. Keasey "
R. D. Hector "
L. E. George

JII:ds/ESH:ja

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

TRA 7-6

TO: W. E. Schwartz
Assistant State Highway Engineer
Operations Branch

DATE: May 6, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Operation
Wallowa Lake Highway at Monroe Avenue (La Grande)
Union County
Contract No. 9281

The traffic signal operation at Monroe Avenue is relatively complex and installations of this type usually require "fine tuning" to adjust to local traffic conditions.

We have been monitoring the operation of the signal at Monroe Avenue since it was turned on. Based on a review of the signal design and operation with Region, the following modifications are recommended.

1. Modify operation to provide a green clearance interval between the first and second set of signal indications for eastbound and westbound highway traffic.

   This change required the purchase of a new software program for the controller. The software has only recently been developed and was not available when the contract was awarded.

   The program has been purchased and is currently being tested. The Signal Unit anticipates completion of the testing and field modification of the signal by May 11, 1982.

2. The placement of the left-turn signals has been reviewed and no change is recommended. The initial problem encountered with the placement of these signals occurred when the street was covered with snow. Region feels this is a minor problem which will correct itself as traffic adjusts to the signal operation and we concur with their feelings.

3. Relocate pole mounted signals for highway traffic on to mast arms. Region has indicated the pole mounted signals are not readily visible and recommended the change. Revised plans are being prepared.

4. Remove the vehicle and pedestrian signals for the right-turn movement off Pine Street and replace with "STOP" signs. Region has indicated this movement can be effectively controlled in this manner and we concur with this change. Revised plans are being prepared.

5. Install "NO TURN ON RED" signs on the mast arms of poles No. 4 and No. 8. A right turn on red is not a legal movement from the first stop position on the highway. Many violations of this type are occurring and the signs are intended to reinforce the prohibition of the turn movement. Revised plans are being prepared.

The main concern with the signal operation at Monroe Avenue has been the lack of clearance timing between two sets of signals on the highway. This condition will be eliminated by installation of the new software program. The remaining modifications to the signals will be forwarded to Region for corrective action when the revised drawings have been completed.

L. E. GEORGE - TRAFFIC ENGINEER

JII:ds

cc: E. S. Hunter
C. T. Keasey
R. D. Hector

STATE COPY

cy: OSHD (H S Coulter,

NOTED
W. E. SCHWARTZ

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT
and SEMI-FINAL

REGION NO. 10	REPORT NO. 1	COUNTY Union	DIVISION Oregon
DATE OF INSPECTION 4-13-82	INSPECTION MADE BY David B. Carter, Area Engineer		PROJECT NO. F-7(9)

IN COMPANY WITH
J. Schlieski, Project Manager, OSHD

LOCATION
City of LaGrande, Union County, Oregon.

RECEIVED
STATE HWY ENGR
APR 27 '82
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

CONTRACTOR NAME AND ADDRESS
Steeck Electric Company, 1046 Covet Street, Medford, Oregon 97501.

AWARD DATE 5-5-81	CONTRACT AMOUNT $135,638.00	TIME ALLOWED 220 calendar days	TIME STARTED 5-20-81	WORK STARTED 8-11-81
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100	WORK COMPLETED 100	

REMARKS

WALLOWA LAKE HIGHWAY at MONROE AVENUE (LaGrande) SECTION
WALLOWA LAKE HIGHWAY
Grading, Paving and Signals

This project provided for the improvement of this intersection and the installation of traffic signals.

The side streets at this intersection are offset approximately 100-150 feet. In addition, a railroad crossing exists on the Monroe Street leg of the intersection. All these factors taken together make this a difficult intersection to signalize.

The signals are now in operation. Motorists have had some problems using the intersection. The following are some suggestions which should be considered to improve the operation of this signalized intersection.

1. The left turn signals are not centered over the left turn lane. When the lane markings are obscured by snow and/or darkness, motorists tend to line up with signal. When this occurs, the loop detectors can be missed.

2. The Pine Street-E. Penn Street signal head for the right turn

(continued)

NOTED
J. I. IRWIN

NOTED
W.R. ZIRBES

L.E. GEORGE

RECEIVED
TECHNICAL SERVICES
APR 28 '82
REFER TO
FOR
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File

8-29-82
Bud George - Pls investigate and take necessary action to correct problems. Advise me ~~of~~ by report of action taken
Ed H

Cy- L.E. George: This is a difficult intersection & the locals are having trouble with it. You should look at and see if it can't be simplified & refined. I know Region & resident both have ideas.
Ed Hunter

RECEIVED
1982
TRAFFIC ENGINEERING

Form FHWA-1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used agree

movement on to the Wallowa Lake Highway could probably be removed and replaced with a stop sign.

agree

3. The remaining signals at Pole No. 6 (the right turn signals mentioned in No. 2 above is also located at Pole No. 6) could probably be removed in their entirety.

4. The Wallowa Lake Highway traffic should probably be given the green signal during train movements. Present operation allows for all but the Monroe Street movements. Allowing the Pine Street movements during train operations can result in congestion in the intersection.

this probably causes biggest problem

5. The two stop bar situation for the westbound Wallowa Lake Highway is not working well. People appear confused with this part of the intersection. In addition, the red lights at Poles 2 and 4 for the Wallowa Lake traffic turn on at the same time. Motorists failing to stop at the second cross bar could conflict with Monroe Avenue traffic.

   The second set of signals for the Wallowa Lake traffic (located on Pole 2) may be unnecessary especially if the railroad pre-empt time for Monroe Avenue could be lengthened before the pre-empt is actuated. In any event, some clearance overlap time should be allowed between the signals on Poles 4 and 2 for the westbound Wallowa Lake Highway traffic.

6. The right turn on red for the Wallowa Lake Highway traffic to Monroe Street can be confusing to the Pine Street left turn traffic due to the stretched out length of this movement.

This is a very difficult intersection to signalize due to the offset nature of the cross streets and the close proximity of the railroad crossing on Monroe Street. We realize that difficult intersections can require adjustments to the facility after the initial installation of the signals.

The above suggestions are offered in a constructive manner and we hope they can be of use in "fine tuning" the intersection.

9281

2.

April 6, 1982

Salter, McKeehen, Gudger & Rabine
Attorneys at Law
59 East 11th Avenue, Suite A
Eugene, OR 97401

CON 5
#9281

Attention: Monte C. McKeehen

Gentlemen:

Thank you for a copy of your letter of March 26, 1982, to Norma Paulus, Secretary of State, filed on behalf of Signals and Control Systems, Inc., informing us that a previous claim against Steeck Electric Co., has been paid in full.

The claim states this is in reference to the Steeck Electric Company Contract No. 9281 for work on the Wallowa Lake Highway at Monroe Avenue in La Grande, Union County.

This information will be noted in our records and we will advise the surety and contractor of this payment.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Steeck Electric Co.
P. O. Box 789
Medford, OR 97501

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

Law Offices
SALTER, McKEEHEN, GUDGER & RABINE
a professional corporation
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Charles M. Gudger III
Monte C. McKeehen
Robert A. Rabine*
James R. B. Salter*
Carleton H.A. Taber**
Kevin Patrick Dolan*
Lewis Lynn Ellsworth**
J. B. Ransom*
Robert Owen Middleton*

*Member Washington Bar only
**Member Washington and California Bars
All others Oregon Bar only

Eugene Office:
Telex 152556 SEATAC
Telephone (503) 686-2244

Seattle Office:
3300 Westin Building
Seattle, Washington 98121
(206) 624-3216

Please reply to Eugene office

March 26, 1982

Norma Paulus
Secretary of State
State of Oregon
Salem, OR 97310

COPY FOR YOUR INFORMATION

Re: Signals & Control Systems, Inc.
Oregon State Highway job
contract No. 9281

Dear Mrs. Paulus:

Enclosed for filing is Satisfaction of Claim on Performance Bond in the above matter.

Very truly yours,

SALTER, McKEEHEN, GUDGER & RABINE

CERTIFIED
No. 504552
MAIL

Monte C. McKeehen

MCM:db
Enclosure

cc: Oregon Department of Transportation
Steeck Electric

RECEIVED
[illegible]

SATISFACTION OF CLAIM
ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION
by and through Oregon State Highway Division

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS, INC., a Washington corporation, hereby acknowledges payment in full of the sums due and owing pursuant to its previous claim on performance bond dated March 8, 1982 and pertaining to Oregon State Highway job contract No. 9281.

The aforementioned claim on performance bond was taken against the bond provided by Industrial Indemnity Company, 421 SW Sixth Avenue, Portland, Oregon, with Steeck Electric, P. O. Box 789, Medford, Oregon 97501 being the principal therefor.

This contract applied to the Wallowa Lake Highway at Monroe Avenue in LaGrande, Oregon.

This satisfaction of claim on performance bond is being filed with the Oregon Department of Transportation, the Secretary of State's office, with a certified true copy being sent to Steeck Electric, P. O. Box 789, Medford, Oregon 97501.

It is the intent of this satisfaction to release all claims which the undersigned has on the bond previously taken by Steeck Electric from its surety, Industrial Indemnity Company, 421 S. W. Sixth Avenue, Portland, Oregon 97204 as pertains to Oregon State Highway job contract No. 9281.

DATED this 26 day of March, 1982.

SIGNALS & CONTROL SYSTEMS, INC.

By s/ [illegible]
Monte C. McKeehen, under Power
of Attorney for David E. Naf,
President, Signals & Control
Systems, Inc.

RECEIVED

CERTIFIED TRUE COPY
By

9281 CL-82-51

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 5 1982
NORMA PAULUS
SECRETARY OF STATE

April 2, 1982

IN REPLY REFER TO
FILE NO.:
CON 5
#9281

Salter, McKeehen, Gudger & Rabine
Attorneys at Law
59 East 11th Avenue, Suite A
Eugene, OR 97401

Attention: Monte C. McKeehen

RECEIVED
APR 5 1982
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of a copy of a letter dated March 16, 1982, addressed to Mrs. Norma Paulus, Secretary of State, filing a claim on behalf of your client, Signals and Control Systems, Inc. The claim is for equipment and labor provided to Steeck Electric in the amount of $8,322.60.

The claim states this is in reference to the Steeck Electric Company Contract No. 9281 for work on the Wallowa Lake Highway at Monroe Avenue in La Grande, Union County.

The Industrial Indemnity Company furnished the bond on this contract. We will advise the surety and the contractor of the receipt of this claim.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert Gormsen

FD
4.8.82
p

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Steeck Electric Co.
P. O. Box 789
Medford, OR 97501

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please advise us of your filing date and number on the enclosed copy of this letter. Attached claim was filed directly with you by the attorney.

Law Offices
SALTER, McKEEHEN, GUDGER & RABINE
a professional corporation
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Charles M. Gudger III
Monte C. McKeehen
Robert A. Rabine*
James R. B. Salter*
Carleton H.A. Taber**
Kevin Patrick Dolan*
Lewis Lynn Ellsworth**
J. B. Ransom*
Robert Owen Middleton*

*Member Washington Bar only
**Member Washington and California Bars
All others Oregon Bar only

Eugene Office:
Telex 152556 SEATAC
Telephone (503) 686-2244

Seattle Office:
3300 Westin Building
Seattle, Washington 98121
(206) 624-3216

Please reply to Eugene office

March 16, 1982
Certified Mail

RECEIVED
MAR 18 1982
LEGAL

Mrs. Norma Paulus
Secretary of State
Salem, OR 97310

Re: Claim on Performance Bond
Claimant: Signals & Control Systems, Inc.
General Contractor: Steeck Electric
Job No. 9281

Dear Mrs. Paulus:

Enclosed is Claim on Performance Bond which is being filed by my client, Signals & Control Systems, Inc. upon the performance bond filed by Steeck Elecric as general contract of the Oregon State Highway Division, Oregon Department of Transportation, contract no. 9281.

This notice of claim on bond is being filed with your office pursuant to ORS 279.528.

Very truly yours,

SALTER, McKEEHEN, GUDGER & RABINE

Monte C. McKeehen

MCM:db
Enclosure

cc: Steeck Electric
✓Department of Transportation

RECEIVED
MAR 1
CO[illegible] [illegible]CES
DEPARTMENT OF TRANSPORTATION

CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION, by and through the Oregon State Highway Division:

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS, INC., a Washington corporation, has a claim for certain traffic signal equipment and related labor involved in the installation thereof. The person by whom said equipment was furnished was Signals & Control Systems, Inc., by and through its officers and employees, and the person performing said labor to assist in the installation was Signals & Control Systems, Inc., by and through its officers and employees, Gordon O. Dale and/or David Edwin Naf; said claim is in the sum of $8,322.60 against the bond taken from Steeck Electric, P.O. Box 789, Medford, Oregon 97501 and the surety thereon being Industrial Indemnity Co., 421 S.W. 6th Avenue, Portland, Oregon 97204, for the furnishing of the equipments mentioned above and related labor to assist in the installation on the Wallowa Lake Highway at Monroe Avenue in LaGrande, Oregon project in reference to Oregon State Highway job contract no. 9281. Said equipment and labor was provided by claimant to Steeck Electric, P.O. Box 789, Medford, Oregon 97501.

A further description of the materials supplied is attached hereto, marked Exhibit A, and incorporated herein.

This notice is being filed with the Secretary of State's office or the Clerk or Auditory of the Oregon Department of Transportation, by and through the Oregon State Highway Division, according to and in conformance with ORS 279.528.

DATED this 8 day of March, 1982.

SIGNALS & CONTROL SYSTEMS, INC.

By: ______________________
David E. Naf, President

RECEIVED
MAR 11
[illegible]

Signals & Control Systems, Inc.
4580 150 AVE. N.E. • REDMOND, WASHINGTON 98052
(206) 885-7443

EXHIBIT A

SOLD TO (PURCHASER)

SHIPPED TO

TY	DATE SHIPPED	SHIPPED VIA	YOUR ORDER NO	FOB	TERMS	INVOICE NO

ANTITY	DESCRIPTION	PRICE	AMOUNT
	332 CABINET [illegible]		
	LUMP SUM		[illegible]
			18322.60

RECEIVED
[illegible]
CO[illegible] [illegible]CES
DEPARTMENT OF TRANSPORTATION

TERMS AND CONDITIONS ON REVERSE SIDE

ACCOUNTING

THANK YOU

9281 2-3-82

CONSTRUCTION NARRATIVE REPORT

roject: Wallowa Lake Hwy @ Monroe Ave. (La Grande)
ghway: Wallowa Lake
ounty: Union
ontractor: Steeck Electric Co.

Contract: 9281
Prefix: 31-1009
~~F.A. No: F-7(9)~~
P.M: Schlieski

1 Versteeg
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakefie
pukey

RECEIVED
FEB 11 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring to /
Action

Design roblems: With the signal in operation the placement of the signal heads over the Wallowa Lake Highway appears to be poor and confusing to some of the traveling public.

Left-turn Signals: The left-turn signals are not centered over the left-turn lane. This seems to be causing two problems particularly now during winter conditions when most of the lane delineation and stopbars are obscured by snow and ice. Left-turn movements tend to center on the left-turn signal head, crowding traffic to the right and sometimes missing the detector loops.

Thru Traffic Signals: There is only one predominate signal head for the thru traffic and that is centered over the stripe between the two lanes of traffic. The thru traffic signal head mounted on the pole is too far off the highway and not readily visible due to roadway curvature or other obstructions. The pole mounted signal heads should have been on the mast arm.

etector op ocation: The left-turn movement off of N. Pine St. is missing the detector loops quite often. The problem seems to be the wide open paved area remaining and traffic's tendency to cut to the inside of the curve. When the centerline is obscured by snow, etc. traffic moves away from the raised island enough to miss the loops entirely. We need some type of delineation that would keep the traffic in the proper location even during winter conditions.

opbar rkings: The stopbars on the Wallowa Lake Highway are not readily discernable from the pole or light location. When the painted stopbars are obscured by snow, traffic dosn't know where to stop. We are installing post mounted "Stop Here On Red" signs at the stop bars to alleviate this problem.

erlap learance ming: There appears to be a potential problem on the westbound lanes of the Wallowa Lake Highway when the Monroe Ave. traffic gets a green light. The red lights controlling the WB lane traffic on poles 4 & 2 turn at the same instant - there is no clearance overlap time allowed. I've seen vehicles in the WB lanes meet traffic turning left out of Monroe Ave. It has been explained to me that the WB traffic should be stopping at the ambiguous stopbar located at the point of the painted island. Well traffic is "not" stopping at the second stopbar even when it is visible, and definitely not when everything is obscured by snow and ice. I'd recommend this phase be reviewed and reprogramed to allow a clearing overlap between poles 4 & 2 for the WB traffic before the green light on Monroe Ave. I feel that the only time the second stopbar should come into play is during pre-emption by the railroad.

Pole Design: At a recent training session on traffic signal installation we were told to position handholes on the back side of the poles, away from traffic. Our standard drawings call for the handholes to be coincident with the mast arm or messinger cable. The "Approved" pole supplier drawings also show the handholes in the wrong position.

Programable Signal Heads: This intersection is probably one of the worst I've seen as far as poor alignment of intersecting streets, length of intersection, etc. I've received numerous opinions as to how the programable heads should be programed. There should be a general indication on the plans of what the designer had in mind for the programing of the heads. It should be possible to shade an area on the plans which would indicate the area in which the particular signal should be visible to traffic.

I think if a plan showing the programed areas was developed during design the number of programable heads required could better be determined. On this project we have determined that several programable signals need not be programed.

Our problem here has not been been so much how to program the signals as to "where" to program them.

At a future training session on traffic signals I'd like to see more information on the programed lenses. What can we expect, what are their limitations, etc.? Right now one person looks at the lights and says the programing is no good, and someone else will say it is the best you can expect.

Joseph H. [illegible]
2-3-82

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Wallowa Lake Hwy @ Monroe Ave. (La Grande)
Highway: Wallowa Lake
County: Union

Contract No: 9281
Prefix: 31-1009
F.A. No: F-7(9)

Item No.	Item	Unit	Original	Semi-final	+/-%
	SUMMARY				
	Bid Items	$	135,638.00	139,037.94	+ 3
	Anticipated Items	$	7,450.00	5,600.00	- 25
	Contingencies	$	6,438.96	2,888.76	- 55
	Engineering	$	12,877.92	12,877.92	0
	Total	$	162,404.88	160,404.62	- 1

All substantial changes were evaluated and none were found to meaningfully affect the total project cost.

9281 Final – Report # 25 2.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Wallowa Lake Hwy. @ Monroe Ave. (La Grande)	WEEK ENDING 1-30-82
		SECTION PREFIX 31-1009
	HIGHWAY Wallowa Lake	COUNTY Union
NAME OF JOB	KIND OF WORK Grading, paving, and signals	
CONTRACTOR Steeck Electric Co.	CONTRACT NUMBER 9281	FEDERAL AID PROJECT NUMBER F-7(9)
DATE OF CONTRACT 5-5-81	DATE WORK STARTED 8-11-81	ESTIMATED COMPLETION DATE Jan. 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 220	WORK DAYS USED CALENDAR DAYS USED 220
PROJECT AUTHORIZATION: $ 162,404.88	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 149,526.26	ENGINEERING AUTHORIZATION $ 12,877.92	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 149,526.26	ENGINEERING COST TO DATE $ 10,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 78 %	DATE PROJECT WAS COMPLETED: 1-28-82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	210			80
TOTAL QUANTITIES CORRECTED TO DATE	100%	300			115
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	300			113
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Boom truck, 1½-ton truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly cloudy	0		Signal turn-on postponed to hazardous road
MONDAY	Cloudy	0		conditions.
TUESDAY	Ptly cloudy-rain	0		
WEDNESDAY	Cloudy	0		
THURSDAY	Cloudy	0		
FRIDAY	Partly cloudy	0		
SATURDAY	Partly cloudy	0		

ASHE RECEIVED
FEB 2 1982
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No activity.
TUESDAY	Installed signal head and controller cabinet. Cleaned up work area.
WEDNESDAY	Programing controller Repaired loop detector
THURSDAY	Programing of controller conpleted today and lights activated at noon.
FRIDAY	No activity.
SATURDAY	No activity.

REMARKS

Status: Project substantially complete.

Signal lights activated at 12:00 AM 1-28-82.

Semi-final will be submitted on or before 2-12-82.

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9281

L.

STATE OF OREGON
RAILROAD & UTILITIES 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: October 29, 1981

FROM: Roger D. Trygstad, P.E. RD Trygstad
Railroad & Utility Engineer

SUBJECT: SXF 651 #7961
SXF 1162 #9281
Crossing No. 2G-0.2

NOTED
H.S. COULTER

Monroe Ave.
in La Grande

Copy
#7961

Attached is a copy of Order No. 81-744 issued by the Public Utility Commissioner on October 26, 1981, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
W. E. Schwartz (2)
C. K. Ansell
J. A. Schlieski
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

RECEIVED
STATE HWY ENGR
OCT 30 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ORDER NO. 81-744

ENTERED October 26, 1981

PUC CROSSING NO. 2G-0.2

DOT CROSSING NO. 807 473 L

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 651
SXF 1162

In the matter of the application of)
the State of Oregon by and through)
its Department of Transportation,)
Highway Division, for the authority,)
pursuant to ORS 763.030, to alter rail-)
road-highway crossing number 2G-00.20,)
Monroe Avenue and the tracks of the)
Union Pacific Railrod Company, in)
La Grande, Union County, Oregon, by)
installing signal devices. [SXF 651])

In the Matter of the Application of the)
STATE OF OREGON, by and through its)
DEPARTMENT OF TRANSPORTATION, HIGHWAY)
DIVISION, for the authority, pursuant)
to ORS 763.030, to alter an existing)
railroad-highway grade crossing of)
Monroe Avenue and the tracks and right-)
of-way of Oregon-Washington Railroad)
and Navigation Company and its lessee,)
Union Pacific Railroad Company, Joseph)
Branch, in La Grande, Union County,)
Oregon, by interconnecting traffic)
signals to be installed at the adjacent)
intersection of Wallowa Lake Highway -)
Monroe Avenue with existing protective)
devices installed at said crossing.)
[SXF 1162])

ORDER

On February 22, 1980, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application seeking authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of Monroe Avenue, a street under the jurisdiction of the City of La Grande, and the main track, industrial spur track and right-of-way of Oregon-Washington Railroad and Navigation Company and its lessee, Union Pacific Railroad Company, Joseph Branch, in La Grande, Union County, Oregon.

Applicant proposes to install traffic light signals at the intersection of Monroe Avenue and Wallowa Lake Highway (OSH 82) and to interconnect them with the existing automatic protective devices at the Monroe Avenue grade crossing, which consist of a cantilevered flashing light and automatic gate signals, located northerly of the tracks and flashing light and automatic gate signals, southerly of the tracks. Subsequently, both the City of La Grande and Union County proposed that Monroe Avenue be improved by providing a right turn refuge lane from Monroe Avenue onto Wallowa Lake Highway. The parties were unable to resolve various issues regarding the proposed additional alterations of Monroe Avenue prior to May, 1981, when applicant was prepared to award the contract for the traffic signal installation as initially requested. Accordingly, the Commissioner issued Interim Order No. 81-372 on May 28, 1981, granting interim authority to interconnect the automatic crossing protective devices at the Monroe Avenue crossing with the traffic signals being installed at the adjacent intersection of Monroe Avenue and Wallowa Lake Highway and to provide a train preemption phase in the operating cycle of the traffic signals.

On May 7, 1981, an on-site meeting was held at the crossing with the various parties to clarify and resolve issues. As agreed, Union Pacific Railroad Company, by letter dated June 3, 1981, requested that Commissioner's Order No. 73-632, entered September 26, 1973, (Docket SXF 651) be amended to provide that the activation devices for the automatic protective devices at the crossing be motion sensors on the main track and DC island track circuits supplemented with railroad STOP signs on the industrial spur track. The requested amendment will be addressed in this order.

Comments, recommendations and responses on this matter were set forth in Interim Order No. 81-372. Subsequent correspondence in this matter was as follows: PUC staff by letters dated May 5, 13, June 17 and 23, 1981; Union Pacific Railroad Company by letters dated April 6, June 3, 18, and July 20, 1981; City of La Grande by letters dated June 12, July 13 and 21, 1981; and applicant by letter dated June 10, 1981. No objection by any party has been made to the granting of the application as amended.

Currently, Monroe Street is a paved roadway 35 feet in width, consisting of two travel lanes. At its point of intersection with the railroad, the street is in curved alignment, running basically northwest-southeast. The Joseph Branch tracks are in tangent alignment running east-northeast/-west-southwest. The railroad is closely paralleled on its southerly side by the Wallowa Lake Highway. There are two tracks in the crossing consisting from north to south of an industrial spur track and the main track.

In the interest of clarity and for this order, it will be assumed Monroe Street lies north-south and the railroad lies east-west.

It is proposed to widen Monroe Avenue from 35 to 43 feet, consisting, from west to east, of a curb, an unpaved 4-foot shoulder, two southbound 12-foot paved travel lanes and a single northbound 12-foot paved travel lane and a 3-foot unpaved shoulder. The actual widening of the street will take place on its easterly side. It is also proposed to relocate the cantilevered flashing light and automatic gate signals in the northwest quadrant of the crossing approximately four feet further away from the edge of the street. These signals, located in the inside edge of the curve of the street, are presently very close to the edge of the street. They should be at least 5 feet 1 inch from the edge of the curb to minimize chances of vehicle contact with the signal structure. In addition, an existing STOP HERE ON RED restriction signal, located northerly of the crossing will, if necessary, be relocated in such a manner that it will not interfere with approaching motorist's view of the crossing protective devices.

Due consideration has been given to all representations of the application, amendments and responses thereto. No matters in the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Commissioner finds that relocation of the protective devices requested herein are required by the public safety, convenience and general welfare.

The Commissioner further finds that all outstanding issues in this matter have been resolved and that it is appropriate to make the authority final.

IT IS THEREFORE ORDERED that:

1. The authority to alter the crossing as originally granted on an interim basis by Commissioner's

Order 81-372, entered May 28, 1981, is hereby made final with the additions and amendments as set forth below.

2. Applicant shall install and maintain a 7-inch vertical face curb on the easterly side of the southerly approachto the crossing commencing at a point not less than ten feet from the most southerly rail extending southerly to conform to the flair on Monroe Street and then easterly to conform with the Wallowa Lake Highway for a distance of approximately 100 feet away from the tracks, the curb to be located so that the centerline of the existing flashing light and automatic gate mast shall be not less than 4 feet 1 inch behind its face, and bear all the cost thereof.

3. City of La Grande shall:

    a. Reconstruct that portion of the crossing lying outside lines drawn two feet outside each rail of each track to accommodate a roadway 43 feet in width consisting from west to east of a curb, a 4-foot unpaved shoulder, three 12-foot travel lanes and a 3-foot unpaved shoulder, and bear all the cost thereof;

    b. Bear all the cost of constructing that portion of the crossing lying between lines drawn two feet outside each rail of each track from a width of 35 to 43 feet;

    c. Bear 12-1/2 percent of the cost of relocating the cantilever flashing light and automatic gate signals as ordered herein;

    d. Furnish, install and maintain a 7-inch vertical face curb on the westerly side of Monroe Avenue adjacent to the set of automatic protective devices located in the northwest quadrant of the crossing commencing not less than ten feet from the most northerly rail and extending northerly away from the crossing for a distance of not less than 45 feet;

    e. Maintain one standard advance warning sign and maintain advance warning pavement markings on each travel lane at appropriate locations on the northerly approach to the crossing, and bear all the cost thereof;

f. Maintain a stop clearance line on each travel lane at a point one foot in advance of each automatic gate signal, and bear all the cost thereof; and

g. Maintain that portion of the crossing lying outside lines drawn two feet outside each rail of each track, and bear all the cost thereof.

4. Oregon-Washington Railroad and Navigation Company and its lessee, Union Pacific Railroad Company shall:

   a. Contruct that portion of the crossing lying between lines drawn two feet outside each rail of each track to accommodate a roadway 43 feet in width, and bear the cost for that portion that represents renewal of the existing surface;

   b. Relocate the cantilevered flashing light and automatic gate signals in the northwesterly quadrant of the crossing such that the signals will be located not less than 5 feet 1 inch nor more than six feet behind the face of the curbing ordered herein, and bear 12-1/2 percent of the cost thereof;

   c. Activation of the existing automatic protective devices at the crossing shall be by motion sensor type devices on the main track and DC island track circuits supplemented with railroad STOP signs on the industrial spur track, said signals to be interconnected with the traffic signals at the adjacent intersection of Monroe Avenue and Wallowa Lake Highway (OSH 82) as set forth in interim Order 81-372, entered May 28, 1981;

   d. Furnish, install and maintain two railroad STOP signs to be located one on each side of the street on the industrial spur track, and bear all the cost thereof;

e. Maintain that portion of the traffic signal interconnection circuitry ordered herein, located within the railroad signal case and maintain that portion of the crossing lying between lines drawn two feet outside each rail of each track, and bear all the cost thereof.

5. Each party shall notifiy the Commissioner upon completion of its portion of the project.

6. Pursuant to ORS 763.270, the Grade Crossing Protection Account of the State of Oregon shall bear 75 percent of the cost of relocating the automatic signalization ordered in paragraph 4.b. above.

7. Upon completion of the work ordered in paragraph 4.b. above, City of La Grande or Union Pacific Railroad Company, whichever advances the share of the cost apportioned to Grade Crossing Protection Account shall present its claim for reimbursement for the Commissioner's approval. The best estimate of the cost of relocating the protective devices as ordered herein is $3,500.

All previous orders of the Commissioner and the provisions thereof, which concern or pertain to the construction, maintenance, protective devices or the operation of trains over the Monroe Avenue grade crossing shall continue in full force and effect, with the exception of any terms therein which conflict with the terms of this order.

Made, entered and effective 10/26/81.

JOHN J. LOBDELL
Public Utility Commissioner

fnm/0919F

#9281 9-18-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-7(9)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10043

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/21/81
8. FEDERAL ROUTE NUMBER Primary 7
9. STATE ROUTE NUMBER Primary 10

10. GENERAL LOCATION:
Wallowa Lake Highway at Monroe Avenue (La Grande) Section

11. GENERAL DESCRIPTION OF WORK
Furnish and install permanent traffic control signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 8/21/81 as requested in Mr. Keasey's letter of 9/10/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $550 Federal Funds $485.

RECEIVED
STATE HWY ENGR
SEP 23'81
REFER TO Moehring
FOR
Info Act File

orig 9-28

14. DATE 9/18/81
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9281

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: June 2, 1981

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF 1162
Crossing No. 2G-0.20

NOTED
E. S. HUNTER

BUILDING

Attached is a copy of Order No. 81-372 issued by the Public Utility Commissioner on May 28, 1981, relative to the above subject matter.

RDT/vlw
Attach.
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
J. A. Schlieski
C. K. Ansell
W. E. Schwartz
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

REFERRED TO
____ Board ____ Stoudenmeyer ____
____ Cole ____ / ____ Mann AEM
____ Erikson ____ Watson ____
____ Hager ____ Dorn ____ Leu ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

RECEIVED
TECHNICAL SERVICES
JUN 2 '81
REFER TO
Lyle
FOR

Info	Invest	R/D	D/R	Sign	Act	File

ORDER NO. 81-372

ENTERED 5-28-81

PUC CROSSING NO. 2G-0.20
DOT CROSSING NO. 807 473 L

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1162

In the Matter of the Application of)
the STATE OF OREGON, by and through)
its DEPARTMENT OF TRANSPORTATION,)
HIGHWAY DIVISION, for the authority,)
pursuant to ORS 763.030, to alter)
an existing railroad-highway grade)
crossing of Wallowa Lake Highway and)
the tracks and right-of-way of Union)
Pacific Railroad Company, Joseph)
Branch, in La Grande, Union County,)
Oregon, by interconnecting traffic)
signals to be installed at the)
adjacent intersection of Monroe)
Avenue with existing protective)
devices installed at said crossing.)

INTERIM ORDER

On February 28, 1980, Oregon Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of Monroe Avenue, a street under the jurisdiction of the City of La Grande, and the main track, industrial spur track, and right-of-way of Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, Joseph Branch, in La Grande, Union County, Oregon.

Copies of the application and responses thereto were duly served upon Union Pacific Railroad Company; City of La Grande; Union County; and applicant. Both the City of La Grande and Union County have proposed that Monroe Avenue be improved by providing a right turn lane on Monroe Avenue at the crossing for vehicles turning right onto Wallowa Lake Highway. Various parties made comments on the application and on the proposed amendments as follows: City of La Grande by letters dated March 27, two letters dated November 12, December 19, 1980, and April 3, 1981; Union County by letter dated March 31, 1980; Union Pacific Railroad Company by letters dated May 15, 1980, and January 9, 1981; PUC staff by

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letter dated January 19, 1981; and applicant by letters dated April 29, July 30, October 23, 1980, and February 2, 1981.

Applicant proposes to install traffic light signals at the intersection of Monroe Avenue and Wallowa Lake Highway. The traffic signals are to be interconnected with the existing crossing protective devices at the Monroe Avenue grade crossing.

At its point of intersection with the railroad, Monroe Avenue is in curved alignment, running northwest-southeast. The railroad is in tangent alignment, running east-northeast/west-southwest. The railroad is closely paralleled by the Wallowa Lake Highway on its southerly side.

Applicant is ready to award the contract for installation of traffic signals. All parties agree that the traffic signal installation will improve safety at the crossing and the adjacent intersection by expediting the flow of traffic on Monroe Street and eliminating back-up of traffic over the tracks when a train is approaching. It has been decided that interim authority to install the traffic signals and interconnect them with the grade crossing devices should be entered pending final agreement on other aspects of this crossing alteration project.

It is therefore found that an interim order should be entered authorizing installation, interconnection, and train preemption of traffic light signals at the Monroe Avenue/Wallowa Lake Highway intersection upon the following terms and conditions, pending final resolution of all other issues in this matter.

IT IS THEREFORE ORDERED that:

1. Interim authority to install, interconnect, and preempt the traffic light signals at the Monroe Avenue/Wallowa Lake Highway intersection as requested herein is hereby granted.

2. Oregon Department of Transportation, Highway Division, shall:

   a. Furnish, install, and maintain traffic light signals and a part-time "NO RIGHT TURN" restriction sign at the intersection of Monroe Avenue and Wallowa Lake Highway and interconnect said signals with the existing automatic grade crossing protective devices installed at crossing No. 2G-0.2, and provide a train preemption phase in the operation of the traffic light signals in accordance with OSHD traffic signal installation drawing No. 31-1445, Sheet 3 of 4, and bear all the cost thereof; and

b. In the event of a malfunction or deactivation of the railroad preemption feature of the traffic control system at this intersection, immediately notify the railroad's chief dispatcher upon becoming aware of the problem and provide the Commissioner with written notice of each such instance of 15 minutes duration or longer.

3. Oregon-Washington Railroad & Navigation Company and its lessee Union Pacific Railroad Company shall, upon notification of a malfunctioning or inoperative railroad preemption phase, issue instructions to all train and switch crews operating over the crossing to be alert for vehicles on the tracks when approaching the crossing.

4. The Commissioner retains jurisdiction in this matter and may schedule a formal hearing at a time and place to be later determined, if necessary, to resolve any matters remaining at issue between the parties in interest.

Made, entered, and effective 5/28/81.

JOHN J. LOBDELL
Public Utility Commissioner

kls/0980K

9281

STATE COPY

TO BE COMPLETED BY FHWA 6-7	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 5-27-81	STATE OREGON COUNTY UNION PROJECT NO. F-7(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Wallowa Lake Hwy. @ Monroe Ave. (LaGrande)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-8-81	0.00

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 159,680.00	$ 140,805.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAY 27 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon May 7, 1981

Federal Aid Project
No. F-7(9)

Wallowa Lake Hwy. @ Monroe Ave. (LaGrande) Section
Wallowa Lake Highway
Union County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 105+50 to Sta. 110+50)

Mobilization		All Required	$ 2,500.00
Temporary Protection and Direction of Traffic		All Required	3,500.00
Temporary Signs	193 Sq. Ft.	5.00	965.00
Temporary Barricades	7 Each	50.00	350.00
Flagman	75 Hour	24.00	1,800.00
Removal of Structures and Obstructions		All Required	4,000.00
General Excavation		All Required	1,800.00
Aggregate Base	210 Ton	14.00	2,940.00
Class "B" Asphalt Concrete	80 Ton	47.00	3,760.00
Concrete Walks	155 Sq. Yd.	10.00	1,550.00
Concrete Curbs	550 Lin. Ft.	7.00	3,850.00
Extra for Asphalt Islands	125 Sq. Yd.	18.00	2,250.00
			$ 29,265.00

Anticipated Items

Railroad Protective Costs	All Required	$ 1,250.00
Permanent Pavement Striping	All Required	2,800.00
Temporary Pavement Striping	All Required	500.00
		$ 4,550.00

SUBTOTAL	$ 33,815.00
Engineering	4,565.00
TOTAL	$ 38,380.00

Type Code Y031
Traffic Signals

Traffic Signal Installation, Complete	All Required	$106,373.00

Anticipated Items

State Furnished Software	All Required	$ 500.00
SUBTOTAL		$106,873.00
Engineering (Signal Controller Testing)		1,450.00
Engineering		12,977.00
	TOTAL	$121,300.00

Work Retained in Program Status
(not included in amounts below)

Other Railroad Costs	All Required	$ 400.00
Permanent Signing	All Required	550.00

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	State Funds
Channelization	$ 38,380.00	$ 33,843.00	$ 4,537.00
Traffic Signal	121,300.00	106,962.00	14,338.00
TOTAL	$159,680.00	$140,805.00	$18,875.00

Group 1 89%; Group 8 11%
Contract No. 9281
Prefix 31-1445
Prefix 31-1009

9281 4-8-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-7(9)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10043

6. TO

Mr. H. W. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Orig to 4-16-81

RECEIVED
STATE HWY ENGR
APR 16 '81
REFER TO [illegible]
FOR
Info | Inver | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE 4-8-81

8. FEDERAL ROUTE NUMBER Primary 7

9. STATE ROUTE NUMBER Primary 10

10. GENERAL LOCATION:

Wallowa Lake Highway at Monroe Ave (La Grande) Section

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Railroad Protective Services $1,250
Permanent Pavement Striping S.F: $2,800
Temporary Pavement Striping S.F: $ 500
State Furnished Software $500

13. REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's April 6, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $186,552, Federal funds $164,460.

A signed copy of the Title Sheet is returned herewith.

(Increase TEC $25,552 - Federal funds $22,490)

14. DATE 4-8-81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9281

10

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR ✓ 3/31/81
Donald L [illegible]

apr 30,
~~January 29~~, 1981 Bid Letting ________ All Clear Deadline

SECTION Wallowa Lake Hwy. @ Monroe Ave.
Highway Wallawa Lake
County Union Region 5
Type of Work 2 Ph Signal Funds FA
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

Noise?

Bill

3EXC

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒				
Negative Declaration	☒				
Project Assessment	☒				
Write-off Letter	☒				

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒				
D.O.G.M.I.	☒				
Corps of Engineers	☒				
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey		☒			☒
Cultural Salvage	☒				

[illegible]

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study		☒			

9281 2-12-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-7(9)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10043

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig 2-19-81

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO Moehring
FOR
Info | Sign

7. DATE AUTHORIZATION EFFECTIVE 2/12/81

8. FEDERAL ROUTE NUMBER Primary 7

9. STATE ROUTE NUMBER Primary 10

10. GENERAL LOCATION:
Wallowa Lake Highway at Monroe Avenue (La Grande) Section

11. GENERAL DESCRIPTION OF WORK
Traffic Signal and channelization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/10/81 you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a TEC of $161,000 - F.F. $141,970.

14. DATE 2/12/81

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Acting Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9281

4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 10, 1981

TO: E.J. Valach, Acting Div. Administratrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 10043
Project No. F-7(9)
Wallowa Lake Hwy. @ Monroe Ave. (LaGrande) Sec.
Union County

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $161,000 with an obligation of $141,970 in Federal funds.

JLG:bkc

cc: Lou Olson
General Files

Form 734-3122

9281

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: ROW 18-2

RECEIVED
STATE HWY ENGR
JAN - 2 '81
REFER TO
FOR
Info | Inves | R/D | D.R. | Sign | Act | File

January 2, 1981

NOTED
H.S. COULTER

Craig Reiley
Administrator
Rail Rate & Service Div.
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

SXF: 1162
Crossing No.: 2G-0.2

Dear Craig:

In the Matter of the Application of the State of Oregon, by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.030 to alter an existing railroad-highway grade crossing of Wallowa Lake Highway and the tracks and right of way of Union Pacific Railroad Company, Joseph Branch, in La Grande, Union County, Oregon, by interconnecting traffic signals to be installed at the adjacent intersection of Monroe Avenue with existing protective devices installed at said crossing.

I have reviewed the proposed final order for alterations at the subject grade crossing and have no objection to finalization of that order.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
cc: ~~H. S. Coulter~~
C. T. Keasey
W. E. Schwartz - w/copy
Bob Aldrich - w/copy

Form 734-3122

9281

OREGON DEPARTMENT OF TRANSPORTATION
NOISE STUDY REPORT

Project Wallowa Lake Highway @ Monroe Avenue
Highway Wallowa Lake Highway
County Union

Preparer Steve Lindland
Date November 24, 1980
City LaGrande

Project Description:
The project will construct two traffic islands and remove one existing traffic island. One traffic island is to be placed at the junction of Monroe Avenue and Wallowa Lake Highway. No traffic pattern changes is required. Another island is to be placed at the junction of Pine Street and Wallowa Lake Highway. This is also the location of the island which is to be removed. Minor traffic pattern changes on Pine Street will occurr due to this island.

Existing Land Use Activities:
A lumber yard is located south of Monroe Avenue and a cannery is located to the north. A reality office and an adjoining parking lot is located west of Pine Street. Adjacent to Pine Street on the east are two vacant lots. Further to the east is a business and two residences.

TRAFFIC DATA AND PREDICTED NOISE LEVELS

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq Level @ 50 feet from road ℄
	(vehicles per hour)				
Wallowa Lake Highway					
1980-(Existing)	830	20	11	35	66 dBA
2000-(No-Build)	1245	30	16	35	68 dBA
2000-(Build)	1245	30	16	35	68 dBA
Pine Street					
1980-(Existing)	140	7	1	25	52 dBA
2000-(No-Build)	210	10	2	25	54 dBA
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Existing Sound Levels:

Traffic noise from the Wallowa Lake Highway dominates the acoustic environment. Traffic noise from Monroe Avenue and Pine Street generate lower levels. In Addition, the Union Pacific Railroad is located along the north side of the highway and intermitently contributes noise to the area.

Traffic Noise Impacts:

The project should not affect traffic noise levels in the project vicinity. As shown by the traffic noise predictions, the Wallowa Lake Highway creates enough traffic noise to effectively mask the traffic noise created by Pine Street. Thus, the minor traffic pattern changes on Pine Street will not effect the over-all noise levels. In addition, the traffic noise created by Pine Street does not come close to the design noise level of Leq 67 dBA. Traffic noise will not exceed FHWA design noise levls at any of the receptors within the project limits.

Traffic Noise Mitigation:

None required

Construction Noise:

Impacts: Some high noise levels during construction.

Mitigation: (See Attachment).

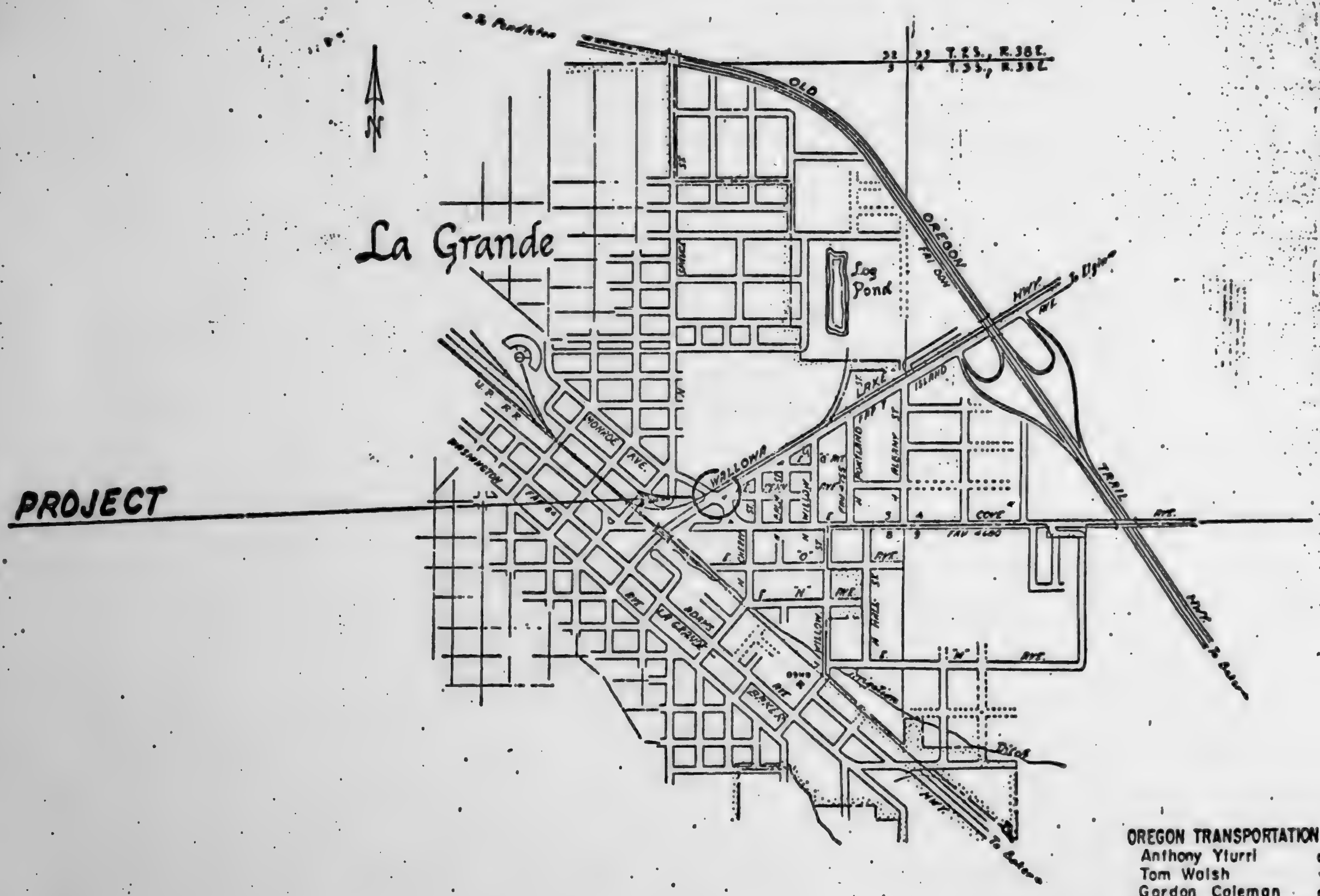
Local Coordination:

A copy of this report will be sent to the City of LaGrande

WALLOWA LAKE HWY. AT MONROE AVE. (LAGRANDE

WALLOWA LAKE HIGHWAY

UNION COUNTY


N
La Grande
PROJECT
To Pendleton
T. 2 S., R. 38 E.
T. 3 S., R. 38 E.
OLD
OREGON
TRAIL
HWY.
Log Pond
HWY.
To Elgin
ISLAND
LAKE
WALLOWA
U. P. R.R.
MONROE AVE.
WASHINGTON
ADAMS
ADAMS
AVE.
LA GRANDE
BAKER
WILLOW
CHERRY
"O" ST.
"N" AVE.
"M" AVE.
PORTLAND
ALBANY ST.
N. HALL ST.
COVE
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To Baker
To Baker
Ditch

OREGON TRANSPORTATION COMMISSIC

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
[illegible]	[illegible]

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.

2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

4. ~~No pile driving or blasting operations shall be performed within 3000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the engineer.~~

5. ~~Rock crushing or screening operations performed within 3000 feet of an occupied dwelling shall block the direct view of the affected dwelling units through the strategic placement of material stockpiles or as directed by the engineer.~~

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

2. Shut off idling equipment.

3. Schedule noise construction operations near the middle of the day.

4. Notify nearby residents whenever extremely noisy work will be occurring.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

9281

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

October 20, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10043
Project No. F-7(9)
Wallowa Lake Hwy. @ Monroe Ave. (LaGrande) Sec.
Union County

Attached support data consists of PR-1 forms with project maps, traffic signal warrant comparison and other traffic data.

It is the Oregon State Highway Division's present intention to receive bids for the project on December 18, 1980.

DRH:bke
Attachments

cc: W.E. Schwartz (Region 5)
General Files

9251

L

August 29, 1980

City of La Grande
City Hall
La Grande, OR 97850

AGR 4

Attention: City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 9201

Gentlemen

Attached for your records is a fully executed copy of an agreement to install traffic control signal equipment on the Wallowa Lake Highway at Monroe Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

STATE OF OREGON

INTEROFFICE MEMO
AGR 4

TO: D. E. Swan
Operations Programming Engineer

DATE: August 14, 1980

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Misc. Contracts and Agreements No. 7301
Construction/Finance Agreement
Traffic Signal Installation
Highway 10 and Monroe Avenue

Enclosed are three copies of the above subject agreement which has been properly executed by the City of La Grande and is recommended for approval by the Region Engineer.

Please note the City has added "without cost to City" in Item 1, State obligations, which has been initialed by Mayor Davidson. The Council felt the addition was necessary for complete clarification as under City obligations, Item 2, we clearly spell out "without cost to State".

Please take the necessary steps to obtain final approval from the Department of Transportation.

RCL/vt
Enc.
cc: Lynn Hamilton
J. A. Schlieski

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
1
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

Contains Recycled Materials
81-125-1387

9221

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: W. E. Schwartz,
Region 5 Engineer

DATE: May 12, 1980

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Proposed Temporary Protection and Direction of Traffic
Wallowa Lake Hwy. at Monroe Ave. (LaGrande)
Wallowa Lake Highway
Union County

Attached find three copies of the proposed temporary protective measures on the above named project. They were not completed in time to be included with the preliminary distribution of the project plans.

Please have your appropriate personnel review these and submit any proposed revisions to this office by July 15, 1980 for inclusion in the project.

WGB/db

Attachments

cc: S. N. Stoudenmeyer
W. G. Beard

Contains
Recycled
Materials

9281

L.

STATE OF OREGON 1859

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-2

February 22, 1980

David Astle
Ass't. Public Utility Commissioner
Rail Rate & Service Division
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

Wallowa Lake Highway @ Monroe Ave.
(La Grande) Section.
Wallow Lake Highway
Union County
Crossing No. 2G-000.20

Dear Dave:

We will soon be letting a contract to install a traffic signal on Wallowa Lake Highway at Monroe Avenue in La Grande. Due to the close proximity of the Union Pacific Railroad, it is desirable to inter-connect the traffic signals with the railroad track circuitry.

Please accept this letter as an application for this inter-connection. Attached you will find 12 copies of the signal plans for this installation. The Highway Division will make the installation through a contractor and will bear the cost thereof. We will also be responsible for future maintenance.

We are prepared to let this contract as soon as we receive the PUC order.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
Attach.
cc: H. S. Coulter
W. E. Schwartz
C. T. Keasey
D. E. Swan
J. L. Sollis
L. E. George

H. S. COULTER noted

RECEIVED
STATE HWY ENGR
FEB 25 '80
REFER TO
FOR
Info Inves R/D D/R Sgn Act File ✓

1981 Beaverton-Tualatin Hwy. @ 9282
SW Locust St. Sec. (Traffic
signal installation)

C&A 7361

10-16-80, 11-21-80

92 82

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

7-7-83

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 7/7/83	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. HES-9091(7)
COMPLETION DATE 3/23/82	ACCEPTANCE DATE BY CONTRACT AGENCY 8/16/82	TIME ELAPSED 85 %	CONTRACT TIME 200 days
APPROVED EXTENSIONS	LOCATION See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BEAVERTON - TUALATIN HIGHWAY @ SW LOCUST ST (TIGARD)
BEAVERTON - TUALATIN HIGHWAY
Traffic Signal Installation

The origianl project provided for the installation of a 2 phase traffic signal at the subject location, however, a Price Agreement was initiated during construction to include a left-turn phase. Channelization for this left-turn phase was done in conjunction with the signal but performed by a developer and State maintenance forces.

The final cost of $65,000.00 overran the original authorization by 4 percent.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 13 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 7-11-83	TITLE Field Operations Engineer	DATE 7-11-83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9282

L.

9 9 82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Hansen Electric Co. No. 9332	Pendleton/John Day Hwy. @ SW 20th St. (Pendleton) Umatilla County	August 4, 1982
Electric Corp. No. 9365	Pacific Hwy. E. @ Lana Ave. NE (Salem) Marion County	August 9, 1982
Ausland Construction, Inc. No. 9371	Manzanita Safety Rest Area Josephine County	August 11, 1982
Hamilton Electric, Inc. No. 9282	Beaverton/Tualatin Hwy. @ SW Locust St. Washington County	August 16, 1982
Weaver Construction Co. No. 9422	South Pine Creek Bridge Harney County	August 18, 1982
Douglas S. Coats, Inc. No. 9278	Dewey Ave.-UPRR U-X'ing (Baker) Baker County	August 18, 1982
Sims Electric, Inc. No. 9390	SE King Rd. @ SE Price Fuller Rd. Clackamas County	August 19, 1982
Holst Construction Co. No. 9421	Scappoose Creek Bridge Columbia County	August 25, 1982
Michael A Becker, Gen. Contractor No. 9405	Whitney Sand Storage Shed Baker County	August 31, 1982
Steeck Electric Co. No. 9281	Wallowa Lake Hwy. @ Monroe Ave. (LaGrande) Union County	August 31, 1982

Orig [illegible]
[illegible] files

September 9, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9282

August 23, 1982

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

COM 5
#9282

Gentlemen or Ladies:

On August 18, 1982, we wrote to you concerning release of final payment on Contract No. 9282 awarded to Hamilton Electric, Inc., for traffic signal installation on the Beaverton-Tualatin Highway at S.W. Locust Street in Washington County.

Final payment on this contract is $1,000 and the total contract amount is $50,017.84, including $441.85 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Hamilton Electric, Inc.
232 W. 5th Avenue
Eugene, OR 97401

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9282 5-13-82 141

PROJECT: BEAVERTON/TUALATIN HWY.
AT S.W. LOCUST ST.
HIGHWAY: BEAVERTON-TUALATIN
COUNTY: WASHINGTON

CONTRACT NO.: 9282
PREFIX: 134-1053
F.A. NO.: HES-9091(7)

NARRATIVE REPORT

THIS PROJECT CALLED FOR THE INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF BEAVERTON-TUALATIN HIGHWAY AND S.W. LOCUST STREET NEAR TIGARD.

ALTHOUGH THE PLANS CALLED FOR A TWO PHASE MODEL 170 CONTROLLER, SEVERAL TRAFFIC EXPERTS POINTED OUT THAT A FIVE PHASE SYSTEM WITH TWO LEFT TURN PHASES WOULD BE BETTER, SAFER AND PERHAPS EVEN PREFERABLE DUE TO THE SUDDEN BUILDUP AND IMPROVEMENTS IN THE VICINITY OF THE INTERSECTION. THERE NEVER WAS AN ARGUMENT ABOUT FIVE PHASES BEING BETTER AND SAFER THAN TWO. SO THE PROJECT WAS HALTED EVEN BEFORE THE CONTRACTOR HAD A CHANCE TO GET STARTED AND THE PLANS WERE SENT BACK TO THE DRAWING BOARD. ALTHOUGH THE TRAFFIC EXPERTS AND DEVELOPERS WERE VERY FREE AND LIBERAL WITH THEIR ADVICE AND SUGGESTIONS, NO ONE OFFERED TO MAKE ANY CONTRIBUTIONS TOWARD THE EXTRA COST FOR THE REVISIONS AND THE STATE ENDED UP PAYING $7,500.00 FOR THE TRAFFIC SIGNAL REVISIONS AND ABOUT $6,000.00 TO WIDEN AND STRIPE THE INTERSECTION.

ONCE THE PROJECT GOT STARTED, THE ACTUAL CONSTRUCTION PRESENTED NO PROBLEMS, BUT NEVERTHELESS, THE FOLLOWING REMARKS ARE OFFERED FREE GRATIS FOR CONSIDERATION.

LOCATION OF SIGNAL HEADS AND SIGNS:

ON MESSENGER CABLE SPANS, THE PLANS ALWAYS SHOW THE FIRST SIGNAL HEAD OR SIGN AS BEING A CERTAIN DISTANCE FROM ONE POLE AND THEN THE ADJACENT DISTANCES ARE GIVEN UNTIL THE LAST SIGNAL HEAD IS REACHED BUT NO REFERENCE IS MADE TO THE OTHER POLE OR TO ANYTHING ELSE. THIS HAS BEEN CAUSING MINOR PROBLEMS, ESPECIALLY IF THE POLE BASES HAVE BEEN RELOCATED TO SATISFY FIELD CONDITIONS. PERHAPS WE SHOULD LOOK INTO THE POSSIBILITY OR PREFERABILITY OF REFERENCING OR LOCATING THE SIGNAL HEADS AND SIGNS IN RELATION TO THE TRAFFIC LANE CENTERLINE. SURE, USING THE DISTANCE FROM ONE POLE IS A GOOD GUIDE BUT PERHAPS WE SHOULD POINT OUT IN THE PLANS OR SPECIALS THAT THE SIGNAL HEADS MUST END UP WITHIN A CERTAIN DISTANCE FROM A LANE CENTERLINE. PRESENTLY, IF THE REGION TRAFFIC ENGINEER IS NOT SATISFIED WITH THE PLAN LOCATION OF THE SIGNAL HEADS, IT WILL TAKE AN EXTRA WORK ORDER TO RELOCATE THE HEADS UNTIL THEY MATCH EACH LANE PROPERLY. NO BIG DEAL, JUST SOMETHING TO THINK ABOUT.

CONDITION OF PAVEMENT:

THIS IS GETTING TO BE AN OLD STORY, BUT MOST COUNTY AND CITY STREETS ARE NOT STABLE ENOUGH TO SUPPORT THE LOOP WIRE. EITHER THE PAVEMENT IS TOO THIN OR ELSE IT HAS DETERIORATED SO BADLY THAT THE CONTRACTOR WILL NOT GUARANTEE THE LOOPS (SEE ATTACHED LETTER). ON THIS PROJECT, STATE FORCES SPENT ABOUT $2,000.00 REPLACING DEFECTIVE PAVEMENT AND STILL WE HAD A FEW WEAK SPOTS. PERHAPS CITIES AND COUNTIES SHOULD BE NOTIFIED THAT AN INTERSECTION WILL NOT BE CONSIDERED FOR SIGNALIZATION UNTIL THE SIDE STREETS ARE UP TO STANDARDS AND THE AGREEMENT SHOULD PLACE THIS RESPONSIBILITY ON THE PARTY REQUESTING THE SIGNALS.

GROUT PAD DETAILS:

THE NEW DETAILS CALL FOR EXTRA REINFORCEMENT AND 5000 PSI GROUT, MAKING THE PAD A LOT STRONGER THAN THE FOOTING WHICH CALLS FOR 3300 PSI CONCRETE. IN VIEW OF THE FACT THAT OUR MAINTENANCE FORCES NEVER USE GROUT PADS FOR SIGNAL POLES AND THEY HAVE NOT RECORDED A SINGLE FAILURE, IT IS QUESTIONABLE WHETHER HIGH STRENGTH GROUT IS REALLY NEEDED AT ALL.

FIRE PRE-EMPTION DETECTOR UNITS:

THE SOUTH BOUND DETECTOR UNIT HAD TO BE RELOCATED BY TRIAL AND ERROR IN ORDER TO GET THE EARLIEST PRE-EMPTION POSSIBLE. DUE TO THE CURVATURE OF THE SOUTH BOUND APPROACH TO THE INTERSECTION, IT WAS NECESSARY TO MOUNT THE DETECTOR UNIT ON A POLE INSTEAD OF THE SPAN CABLE. PERHAPS THE USE OF TWO DETECTOR UNITS SHOULD BE CONSIDERED FOR LOCATIONS WHICH DO NOT HAVE A STRAIGHT AWAY APPROACH.

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Anderson
2 Adams
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MAY 13 1982
ROAD DESIGN SECTION
Do Not File ☐
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HE HAMILTON ELECTRIC inc.
ELECTRICAL CONTRACTING

January 21, 1982

Enrique Rodriquez
Resident Engineer, OSHD
10550 S.W. Allen Blvd., Suite 213
Beaverton, Oregon 97005

RE: TV Highway @ Locust Street
O.S.H.D. #9282

This is to advise you that we are unable to guarantee loop #6 on this project, because there was inadequate pavement depth to make our cut.

If you have any questions, please contact us.

Very truly yours,

Emerson Hamilton

EH:grg

RECEIVED
JAN 25 1982
PROJ. ENGR. ☐ ASSIST. P.M. ☐ OFFICE MGR. ☐

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

5-12-82

9282

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-9091(7)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00018

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/5/82

8. FEDERAL ROUTE NUMBER: FAU 9091

9. STATE ROUTE NUMBER: Secondary 141

10. GENERAL LOCATION:
Beaverton/Tualatin Highway at SW Locust Street

11. GENERAL DESCRIPTION OF WORK
Widen north bound approach to intersection

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 3/5/82 as requested in Mr. Keasey's letter of 3/18/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $5,000 Federal Funds $4,500.

RECEIVED
STATE HWY ENGR
MAY 17 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
5-17-82

14. DATE: 5/12/82

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9282 L

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: BEAVERTON/TUALATIN HIGHWAY AT SW LOCUST ST. (TIGARD)	WEEK ENDING: MAY 1, 1982	SECTION PREFIX: 134-1053
HIGHWAY: BEAVERTON-TUALATIN	COUNTY: WASHINGTON	
NAME OF JOB: BEAVERTON/TUALATIN HWY @ SW LOCUST ST.	KIND OF WORK: TRAFFIC SIGNALS	
CONTRACTOR: HAMILTON ELECTRIC, INC.	CONTRACT NUMBER: 9282	FEDERAL AID PROJECT NUMBER: HES-9091(7)
DATE OF CONTRACT: MAY 20, 1981	DATE WORK STARTED: DECEMBER 14, 1981	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 200	WORK DAYS USED: CALENDAR DAYS USED: 169
* INCREASED PROJECT AUTHORIZATION: $ 62,675.00 *	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED:
EXCLUSIVE OF ENGINEERING: $ 58,016.00	ENGINEERING AUTHORIZATION: $ 4,659.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 55,782.57	ENGINEERING COST TO DATE: $ 5,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~XXXXXX~~ UNDERRUN 4 %	PERCENT OF AUTHORIZATION: 122 %	DATE PROJECT WAS COMPLETED: MARCH 23, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~BRIDGE NO.~~ XXXXXXX	TRAFFIC SIGNALS						
PERCENT	100						

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	25	SUNNY, WARM	0	0	
MONDAY	26	SUNNY, WARM	0	0	
TUESDAY	27	CLOUDY, COOL	0	0	
WEDNESDAY	28	CLOUDY, SHOWERS	0	0	
THURSDAY	29	SUNNY, COOL	0	0	
FRIDAY	30	OVERCAST, COOL	0	0	
SATURDAY	1		0	0	

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 25	NO ACTIVITY ALL WEEK.
MONDAY 26	
TUESDAY 27	
28 WEDNESDAY	
THURSDAY 29	
FRIDAY 30	
SATURDAY 1	

REMARKS

STATUS TO DATE: PROJECT COMPLETED ON TUESDAY, MARCH 23, 1982.

SEMI-FINAL ESTIMATE HAS BEEN SUBMITTED TO REGION.

THIS IS THE FINAL WEEKLY REPORT FOR THIS PROJECT

SIGNED E. Rodriguez
E. RODRIGUEZ
LOCATION BEAVERTON

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

9282

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 4-193	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
PROJECT REPORT NUMBER	4.22.82	Project Number HES-9091(7)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 17, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 57,583.00	$ 75,432.00
Federal funds	$ 51,824.00	$ 67,888.00
Other revisions		

This modification is made for the following reasons: to include increase in preliminary engineering and construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of April, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX ~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon April 20, 1982

Federal-Aid Project
No. HES-9091(7)

Beaverton/Tualatin Hwy. @ S.W. Locust St.
Beaverton/Tualatin Hwy.
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 8,800.00

Type Code Y031
Traffic Signals (Beaverton/Tualatin Hwy. @ Locust St.)

Subtotal of previous estimate of May 7, 1982		$44,265.00

Anticipated Items

Revise Traffic Signals (P.A. #1)	Lump Sum	$ 7,126.00
Excav. Wet Spot & Bk Fill/Base Rock & A.C. (S.F.O. #2)	All Required	1,050.00
Widen N.B. Approach to Intersection (S.F.O. #3)	All Required	5,000.00
Relocate Signal Heads (E.W.O. #2)		500.00
	TOTAL	$13,676.00
	Increase	$13,676.00

SUBTOTAL	$57,941.00
Engineering	6,666.00
Engineering (Signal Control Testing)	1,150.00
Engineering (Opticom Testing)	875.00
TOTAL	$66,632.00

Length of Project ------------- 0.00 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 8,800.00	$ 7,920.00	$ 880.00
Traffic Signals	66,632.00	59,968.00	6,664.00
TOTAL	$75,432.00	$67,888.00	$7,544.00

Group 1 100%
Contract No. 9282
Prefix: 134-1914
Prefix: 134-1053

9282

STATE COPY L.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-32	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5-23-81	County WASHINGTON
MODIFICATION NUMBER 1		Project Number HES-9091(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 17, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,900.00	$ 57,583.00
Federal funds	$ 6,210.00	$ 51,824.00
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of May, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Hwy. Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon May 7, 1981

Federal Aid Project
No. HES-9091(7)

Beaverton/Tualatin Hwy. at S.W. Locust St.
Beaverton/Tualatin Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.

Preliminary Engineering		All Required	$ 6,900.00

Type Code Y031
Traffic Signal (Beaverton/Tualatin Hwy. @ Locust St.)

Temporary Protection and Direction of Traffic		All Required	$ 573.00
Temporary Signs	130 Sq. Ft.	4.50	585.00
Flagmen	30 Hour	5.00	150.00
Traffic Signal Installation, Complete		All Required	38,447.00
Fire Pre-emption System, Complete			2,960.00
			$ 42,715.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,200.00
State Furnished Software	All Required	350.00
		$ 1,550.00

SUBTOTAL	$ 44,265.00
Engineering	4,393.00
Engineering (Signal Controller Testing)	1,150.00
Engineering ("Opticom" Testing)	875.00
TOTAL	$ 50,683.00

Length of Project ---------- 0.00 mi.

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$ 300.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,900.00	$ 6,210.00	$ 690.00
Traffic Signals	50,683.00	45,614.00	5,069.00
TOTAL	$57,583.00	$51,824.00	$ 5,759.00

Group	1-100%
Contract No.	9282
Prefix	134-1914
Prefix	134-1053

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-80	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1-17-80	ate Oregon County Washington Project No. HES-9091(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd., Beaverton - Tualatin @ S.W. Locust St.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12-11-79	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 90.0%

ESTIMATED TOTAL COST OF PROJECT $ 6,900.00	FEDERAL FUNDS $ 6,210.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JAN 17 1980

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon January 8, 1980

Federal Aid Project
No. HES-9091(7)

Beaverton - Tualatin Hwy. @ S.W. Locust St. Section

St. Rd. in Washington County

PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering

Preliminary Engineering	All Required	$6,900.00
		$6,900.00

Length of project - - - 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,900.00	$ 6,210.00	$ 690.00
Retain in Program Status			
Traffic Signals	50,000.00	45,000.00	5,000.00
TOTAL	$56,900.00	$51,210.00	$ 5,690.00

Group 1-100%
Prefix 134-1914
Prorata 90.0

9282

4,

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

CON 5

DATE: April 9, 1982

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Beaverton/Tualatin Hwy. @ SW Locust St.
Contract No. 9282

This federal-aid traffic signal project is nearing completion, and the need for an increase in project authorization has become apparent. The final project cost is expected to exceed that authorized by $9,329.45, or 17.5 percent.

The need for an increase in authorization arose because of a revision to the originally designed signal installation to increase both the safety and capacity of the intersection. This revised work cost an additional $7,126. Other unanticipated costs were the replacement of deteriorated A.C. pavement and the removal of permanent striping at $1,250 and $1,000, respectively.

It is recommended that the project authorization be increased by $9,329.45, to a new total of $62,675.00. All of the increase is eligible for federal participation.

This matter will be on the consent calendar for the April 20 meeting.

OBJ:WR:mk

bc Fred D. Miller
R. W. Gormsen
W. E. Schwartz
V. E. Skoog
C. T. Keasey
D. H. Moehring
E. L. Hardt

NOTED
W. E. SCHWARTZ

Form 734-3123

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: April 8, 1982

O.B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Beaverton/Tualatin Hwy. @ SW Locust St.
Contract No. 9282

This federal-aid traffic signal project is nearing completion and the need for an increase in project authorization has become apparent. The final project cost is expected to exceed that authorized by $9,329.45, or 17.5 percent.

The need for an increase in authorization arose because of a revision to the originally designed signal installation to increase both the safety and capacity of the intersection. This revised work cost an additional $7,126. Other unanticipated costs were the replacement of deteriorated A.C. pavement and the removal of permanent striping at $1,250 and $1,000 respectively.

All of the increased cost is eligible for federal participation and sufficient funds are available in this project classification.

A rough draft letter to the Transportation Commission requesting an increase of $9,329.45 is attached. Also attached is a completed Expected Overrun of Project Authorization form.

OBJ:WR:mk

Attach.

cc: E. L. Hardt
E. Rodriguez
Robert Church

NOTED
H.S. COULTER

81-125-1387

Contains Recycled Materials

9282

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-13-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9091(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00018

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/23/81

8. FEDERAL ROUTE NUMBER FAU 9091

9. STATE ROUTE NUMBER Secondary 141

10. GENERAL LOCATION:
Beaverton/Tualatin Highway at SW Locust Street

11. GENERAL DESCRIPTION OF WORK
Excavate and remove wet spot in subgrade and backfill with base rock and asphalt concrete

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 12/23/81 as requested in Mr. Keasey's letter of 1/7/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $1,050 Federal Funds $945.

RECEIVED
STATE HWY ENGR
JAN 26 '82
REFER TO [illegible]
FOR
Info Inves R/D D/R Sign Act File

orig 1-26-82

14. DATE 1/13/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9282

4

CON 5

DATE: December 17, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
HES-9091(7)

Contract 9282, Work Started December 11, 1981

Project Beaverton/Tualatin Hwy. @ SW Locust St.

Highway Beaverton-Tualatin

County Washington

RDC:mk

cc: R. D. Church

9282

May 1, 1981

ACC

Washington County Fire District No. 1
17880 S.W. Blanton Street
Beaverton, Oregon 97006

Gentlemen:

On April 30, 1981 we received a satisfactory bid from Hamilton Electric, Inc., P.O. Box 708, Eugene, Oregon 97440 for the installation of traffic signals on the Beaverton-Tualatin Highway at S.W. Locust Street, approximately 1 1/2 miles southeast of Beaverton.

According to our Agreement No. 7361 the Fire District's share of the cost of the emergency vehicle pre-emption system is:

Fire Pre-emption System, Complete	$2,960.00
"OPTICOM" Testing (Engineering)	875.00
SUBTOTAL	$3,835.00
Less Federal Funds (90% of $3,835.00)	3,451.50
Required Matching Funds	$ 383.50

FIRE DISTRICT'S SHARE = 50% of $383.50 = $191.75

The Fire District's Advance Deposit is $190.00 (rounded). Please send a check in this amount to Highway Division Accounting Section, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Acctg Rec'd check
5-7-81

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 897: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 897 when advance deposit is received.

9282

Section Beaverton/Tualatin Hwy at Locust Street   Programming Estimate $

Highway Beaverton-Tualatin   Project Length N/A

County Washington   Completion Time 200 Calendar days

Kind of Work Traffic Signals   Est. Comp. Date Nov 30, 1981

Prefix 134-1914   Letting Date 4-30-81   Project No. HES 9091(7)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 60,835
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	300	
Permanent Pavement Striping	1200	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Software	350	
Roadside Seeding & Mulching		$ 3875
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	1150 ~~2025~~	
"OPTICOM" Testing (Engineering)	875	
Bikeway Signs		
Adjust Utilities:		
Subtotal		$ 64,710
Contingencies (4-1/2%)		2911 95
Engineering (8, 9, 10%)		6471 00
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 74,092 95

APPROVED

Fire Pre-empt $3750
Opticom Testing 875
$4625.0
Less Fed funds 4162.5
$462.50
Fire District Share $231.25

CC Jon Rose
3-10-81

Road Design Engineer

Rp

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 3-10-81

Section Beaverton/Tualatin Hwy at S.W. Locust Street

County Washington

Kind Of Work Traffic Signals

Length N/A

Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection And Direction Of Traffic		Lump Sum	All		$ 1,000
2	Temporary Signs		Sq. Ft.	130	6	780
3	Flagmen		Hour	30	23^{50}	705
4	Traffic Signal Installation, Complete		Lump Sum	All		54,600
5	Fire Preemption System, Complete		Lump Sum	All		3,750
						60,835

9282

4-8-81

2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9091(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00018

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

orig to: 4-16-81

RECEIVED
STATE HWY ENGR
APR 16 '81
REFER TO Moehring
FOR

7. DATE AUTHORIZATION EFFECTIVE 4-8-81

8. FEDERAL ROUTE NUMBER FAU 9091

9. STATE ROUTE NUMBER Secondary 141

10. GENERAL LOCATION:
Beaverton/Tualatin Highway at S. W. Locust Street

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$1,200
State furnished Software	$350

13. REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's April 6, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $72,310, Federal funds $65,079.

A signed copy of the Title Sheet is returned herewith.

14. DATE 4/8/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9282 141

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/31/81
Donald L Root

April 30, 1981 Bid Letting ___________ All Clear Deadline

SECTION Beaverton/Tualatin Hwy. @ Locust St.
Highway Beaverton/Tualatin Hwy. (141)
County Washington Region I
Type of Work 3 Ph Sig-Lt. Turn Funds HES
State ____ Consultant ____ Plans Avail. ___ Yes ___ No

DOCUMENTS:

3 NMA

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☒	☐	☐	☐	☐

9282 3-30-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9091(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00018

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/30/81

8. FEDERAL ROUTE NUMBER FAU 9091

9. STATE ROUTE NUMBER Secondary 141

10. GENERAL LOCATION:
Beaverton - Tualatin Highway at SW Locust Street

11. GENERAL DESCRIPTION OF WORK
Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 3/20/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $72,310 Federal Funds $65,079.

RECEIVED
STATE HWY ENGR
APR 6 '81
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sem	Ac	File

14. DATE 3/30/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE Assistant Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9282

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 20, 1981

In Reply Refer to
File No.: PRO 6-2

TO: R. B. Hathaway
Acting Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 00018
Project No. HES-9091 (7)
Beaverton-Tualatin Hwy. @ S.W. Locust St. Sec.
Washington County

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $ 72,310 with an obligation of $ 65,079 in Federal funds.

The estimated cost is based on the PS&E estimate dated March 13, 1981.

JLG/lms

cc: L.E. George
Lou Olson
General Files

9222

141

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Sylvan
December [illegible] 1980

FILE:

SUBJECT: Proposed Signal Installation
Beav-Tual. Hwy. (Hall Blvd.) Locust St.
Washington County

FROM: 6
W.W. Geibel
District Engineer

TO: MEMO TO THE FILE

In the past 3-4 months I have been involved in discussions with Washington County planning staff, public works staff and four different developers for all four quadrants in this intersection. The purpose of this memo is to advise anyone that is working on the design of this intersection to check with me regarding what has been agreed upon to date for curb to curb distance, right-turn lanes, bikepath, sidewalks, etc.

One site plan has been approved and preliminary information has been given to the engineers on other site plans.

WWG:js

cc: Ed Hardt
Ron Failmezger
Bob Bothman
Bud George
Dwayne Christensen

Versteeg
Anderson
1 Christensen DC
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 08 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

REFERRED TO DWf
Watson
Leu
Copy Due
ENGINEER

Traffic Section coordinating design with DE. Our notes are on their plans.
12-10-80 DWf

9282

2

November 21, 1980

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

MISC. CONTRACTS and
AGREEMENTS No. 7361

Attention: Roger Thomssen
Director of Elections & Records

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals on the Beaverton-Tualatin Highway at Locust Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

~~9282~~

October 16, 1980

AGR

Washington County Fire District No. 1
17880 S.W. Blanton Street
Beaverton, OR 97006

Attention: Walter W. Platt
Fire Chief

MISC. CONTRACTS and
AGREEMENTS No. 7361

Gentlemen:

Attached for your files are fully executed copies of three letter-form agreements for installation of emergency vehicle pre-emption devices at the following locations:

1) On the Beaverton-Tigard Highway at the Walker Road Interchange Ramp Terminals.

2) On the Beaverton-Tualatin Highway at Locust Avenue.

3) On the Scholls Highway at S.W. 135th Avenue and Old Scholls Ferry Road.

We have retained a fully executed copy of each of the above agreements for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachments

bc: Don Harwell (agreements attached)

9282

L.

WASHINGTON COUNTY

Inter–Department Correspondence

Date October 3, 1980
For Meeting of: October 7, 1980

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Construction-Finance Agreement - Locust Street at Hall Blvd. Traffic Signal

The Oregon Department of Transportation, through cooperation of the County, is preparing plans and specifications to install a traffic signal at the intersection of Locust Street and Hall Blvd. (Beaverton-Tualatin Highway). The State will pay for all construction and maintenance of the traffic signal and the County will pay for the power to operate the signal. The estimated bidding date for this project is January of 1981.

RECOMMENDATION: Your Board authorize the Chairman to sign the construction-finance agreement.

Respectfully submitted,

Larry Rice

Larry Rice

MB

LR:MAB:ja

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 80-733
DATE 10-7-80
BY BARBARA CAMERON
CLERK OF THE BOARD

3382

L.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

12-11-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES-9091(7)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 00018

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 12-11-79

FEDERAL ROUTE NUMBER FAU-9091

STATE ROUTE NUMBER Secondary 141

GENERAL LOCATION:

Beaverton-Tualatin Highway at S.W. Locust Street

RECEIVED
STATE HWY ENGR
JAN 7'80
REFER TO
FOR
Info | [illegible] | [illegible] | [illegible] | Sign | Act | File

1-8

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Program Change
See Below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of December 5, 1979, I approve the revised preliminary engineering costs to a TEC of $6,900 with Federal participation limited to $6,210. (Increase TEC $2,200 - Federal Funds $1,980)

DATE 12-11-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-018

9282

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A OR AUTHORIZATION

11-20-79

FEDERAL AID PROJECT NO. UES-9091(7)

STATE ECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Chock) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 00018

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 27 '79
REFER TO
FOR

11-27

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	11-20-79	FAU 9091 Secondary 141

GENERAL LOCATION: Beaverton-Tualatin Hwy at S. W. Locust Street

GENERAL DESCRIPTION OF WORK: Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-31-79 I concur that the project is a non-major action as set forth in FHPM 7-7-2 par. 10e. You are now authorized to proceed with the above work at a TEC of $4,700 with Federal participation limited to $4,230.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-20-79	G. K. Hasson	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve Title II projects, I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
Jefferson Co. Pavement Marking Project No. 2	$13,100	$13,100	-0-	-0-	10-8-79
Beaverton-Tualatin Highway at SW Locust Street (Washington Co.)	$50,000	$45,000	$5,000	-0-	10-22-79
Gilliam Co. Pavement Marking Project No. 2	$14,490	$14,490	-0-	-0-	10-26-79

November 7, 1979

H. S. Coulter
State Highway Engineer

TKH 7-6

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: October 12, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II, Section 209 Project

Region 1 has requested a project to upgrade a pedestrian actuated traffic signal to a full traffic actuated, two-phase traffic signal on the Beaverton-Tualatin Highway at S.W. Locust Street in Washington County.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Funds	Federal Funds	State Funds
State	Beaverton-Tualatin Highway at S.W. Locust Street (Washington County)	$50,000	$45,000	$5,000

The project has been investigated and is eligible for funding under Title II, Section 209 (Hazard Elimination Program). I recommend your approval and request that you authorize this project under delegated authority.

10 [illegible]

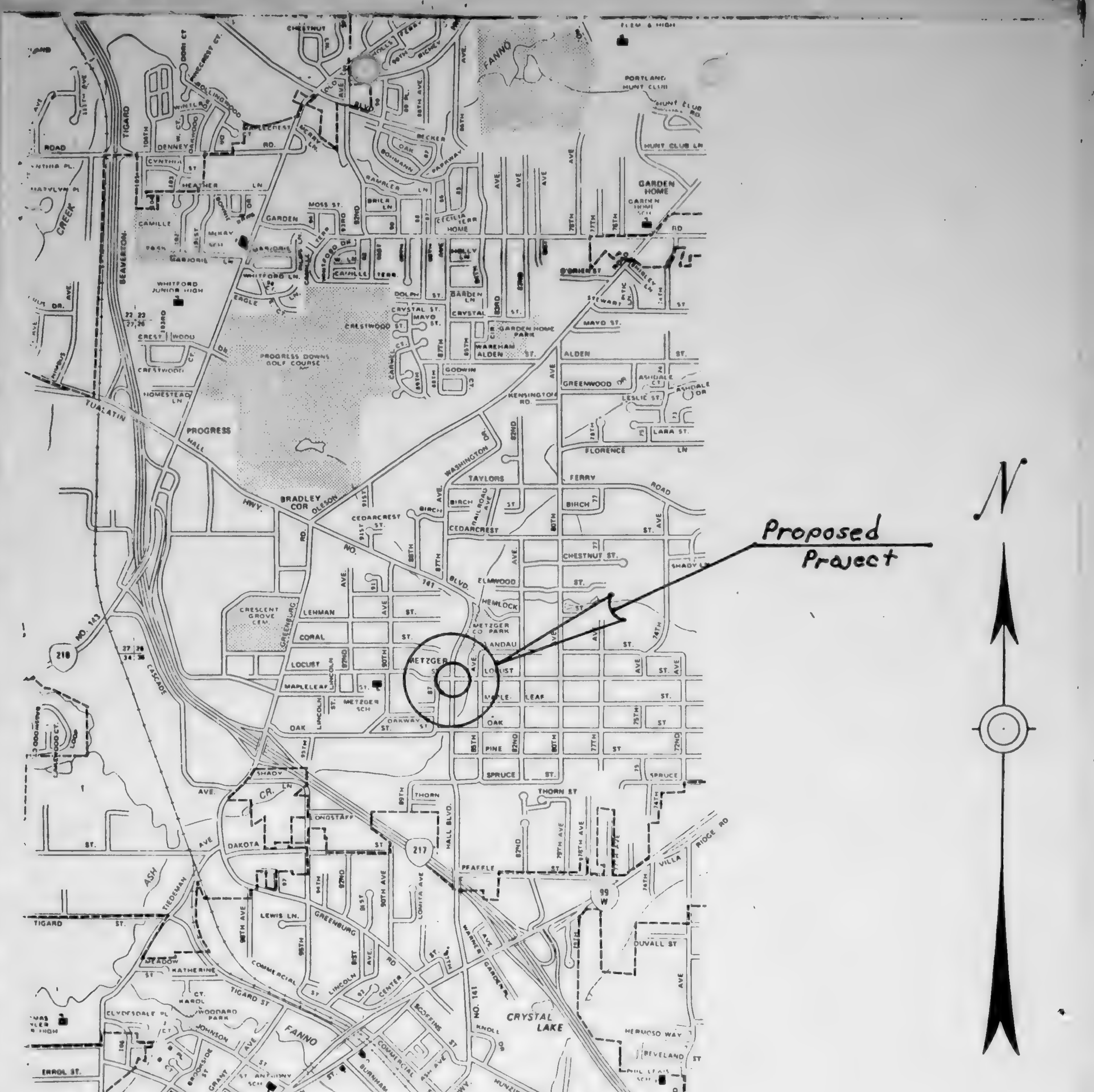
L. E. George
Traffic Engineer

RHB:ds
Attachments

APPROVED BY:

for State Highway Engineer

Date: 10-22-79


TIGARD
Pop. 10,075
METZGER
GARDEN HOME
PORTLAND HUNT CLUB
PROGRESS DOWNS GOLF COURSE
WHITFORD JUNIOR HIGH
CRESCENT GROVE CEM.
METZGER SCH
METZGER CO PARK
CRYSTAL LAKE
FANNO CREEK
SOUTHERN PACIFIC CO.
OREGON ELECTRIC RY.
BEAVERTON TUALATIN HWY.
HALL BLVD.
217
99 W
210
N
Proposed Project

1981 Powder River (Beaver Cr. 9283
Rd.) Br. on Beaver Cr. Rd.
(Grading, surfacing & struc.)

C&A 6976 5-16-79
6829 12-13-78

2001

PE - AD561 - $1,710

Complete PE
County request

126,120
50,169
176,289

193,700 [illegible]

Design Complete

82

8-6-81
561

1083

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER: Harold Reynoldson

DATE: 6/1/83

PURCHASE ORDER NUMBER:

☐ PARTIAL ☒ FINAL

PRIOR REQUEST NUMBER:

BILLING REQUEST NUMBER: CC 83-09

CODE:

CREDIT DISTRIBUTION:

BILL TO:

Baker County
Courthouse
Baker OR 97814

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)		TOTAL
Final billing:		
Powder River (Beaver Cr.) Bridge		
Federal Project No. SOS-0100(2)		
Agreements No 6879 & 6976		
PE costs	11,465.50	
Construction Costs	107,878.20	
Total Project costs	119,343.70	
Less Federal Funds	<105,041.80>	
Amount due from County		14,301.90
Less County's advance deposits		<14,760.00>
Refund due County		458.10

RECEIVED
JUN 02 1983
LEDGERS-REV.

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Harold Reynoldson PH: 378-6011 FOR CORRECTNESS OF CHARGES
OR Lee [illegible] PH: 378-5085 PREPARER OF INVOICE

BAKER CO Fun 7242 1,710.00

Advance Deposit Amount	Fun 2975	$ 13,050.00
Advance Deposit Previously Transferred to Highway Fund		1,310.00 $ 9,050.00
Balance	Fun 7242 2975	400.00 $ 4,000.00
Transfer to Highway Fund	Fun 7242 **05766**	$ 3,941.90
Refund Due	Fun 2975 **05767**	$ 458.10

AMOUNT DUE: $

SUBMITTED BY: R. Hen

APPROVED BY: V. E. Skoog

PROGRAM SECTION
MANAGER ---- PROJECT UNIT ----
1983
MAN. ASSIST. ---- PROGRAM UNIT ----
REFER TO
FOR

724-1101 (9-81)

1-83

P

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 5/26/83

COUNTY: BAKER AGREEMENT NO: 6829 6976 PROJECT NO: SOS-0100(2)

CONTRACT NO: 9283 SECTION: Powder River (Beaver Cr.) Br.

P.E.		$ 11,465.50
Construction -	Paid to Contractor	$ 96,773.42
	Interest Paid to Contractor	58.09
	Engineering	11,046.69
		$107,878.20

Federal Funds Collected $105,041.80

Road District Share of Costs	$119,343.70
	105,041.80
	$ 14,301.90

REFERENCE CC 83-09

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Powder River (Beaver Cr. Rd.) Bridge Co. Rd. in Baker County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$ 11,461.20	
	Construction Type Code X080					
	Structure, Bridge #16393 (Sta. 10+00 To Sta. 16+00)(Str. Sta. 14+04 To Sta.16+00)					
	Final Contract Payment Summary	Lump Sum			96,654.67	
	Construction Engineering					
	State	All Required			11,046.69	
	Total Participating Project Cost				$119,162.56	
	Nonparticipating Project Cost					
	Preliminary Engineering (State)	All Required			$ 4.30	
	Final Contract Payment Summary	Lump Sum			118.75	
	Interest on Final Payments	All Required			58.09	
	Nonparticipating Project Cost				$ 181.14	
	Total Project Cost				$119,343.70	
	Prepared based on Participating Costs as shown on Federal Billing as of 5/4/83.					
	AMOUNT CARRIED FORWARD					

201-1007

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATIC
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. SOS-0100(2)
PROGRAM APPROVED	VOUCHER PERIOD From: 12/15/78 To: 2/9/83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 11,465.50	$ 11,461.20	88.15%	$ 10,103.05	$ 10,103.05	$ 0.00
107,878.20	107,701.36	88.15%	94,938.75	94,938.75	0.00
$119,343.70	$119,162.56	88.15%	$105,041.80	$105,041.80	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ______ Controller *Authorized Officer* 4/26/83 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ______

Amount Approved $ ______

SIGN ORIGINAL COPY

______
Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
                              SUB TOTAL                                                                74.39

                              TOT      P1                                                              74.39
                             ** JOB TOTALS **                      **                    **            74.39  **

POWDERRVBRIDGE          CONT NO     * FA PROJ NOS SOS 0100002 100                                                    STATE
                          201   1956     296     00 N 9                                             11,154.42CR
                          201   1956     297     00 N 9                                              1,310.00
                          201   1956     298     00 N 9                                              9,844.42

                              SUB TOTAL

                          201   1956     901     00 P 1                                              6,080.72
                          201   1956     901     00 N 1                                                  4.30
                          201   1956     905     00 P 1          16.50CR             16.50CR           920.16
                          201   1956     914     00 P 1                                                  1.20
                          201   1956     918     00 P 1                                              1,293.25
                          201   1956     920     00 P 1                                                128.31
                          201   1956     921     00 P 1                                                788.90
                          201   1956     922     00 P 1                                                 14.40
                          201   1956     923     00 P 1                                                100.04
                          201   1956     926     00 P 1                                              2,055.61
                          201   1956     927     00 P 1                                                 78.61

                              SUB TOTAL                          16.50CR             16.50CR        11,465.50

                              TOT      P1                        16.50CR             16.50CR        11,461.20
                              TOT      N1                                                                4.30
                             ** JOB TOTALS **                    16.50CR**           16.50CR**      11,465.50  **


ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                      APRIL 1983        PAGE  908

                                                                                FISCAL           GRAND TOTAL
     DESCRIPTION                PREFIX  FUNCTION SUB F. GR  CURRENT MONTH     YEAR TO DATE        TO DATE

 UPRR XING @ NELSON POINT RD   CONT NO     FA PROJ NOS RRS 000S010 100                                          STATE
                          201   1969     296     00 N 9                           15.60CR             15.60CR
                          201   1969     298     00 N 9                           15.60               15.60

                              SUB TOTAL

                          201   1969     905     00 P 1          114.32           114.32              114.32
                          201   1969     920     00 P 1                            17.33               17.33

                              SUB TOTAL                          114.32           131.65              131.65

                              TOT      P1                        114.32           131.65              131.65
                             ** JOB TOTALS **                    114.32  **       131.65  **          131.65  **

 SPRRXING@GRANGR LWSBG-GRANGR  CONT NO    * FA PROJ NOS PRO 000S023 100                                         STATE
                          202   1948     296     00 N 9        3,863.17CR        3,863.17CR          8,295.17CR
                          202   1948     298     00 N 9        3,863.17          3,863.17            8,295.17
```

```
                    TOT      N1           3,575.54         4,306.92          4,533.30
                    TOT      N8               5.71            13.12             13.36
                 ** JOB TOTALS **       160,161.47   **  1,103,945.86   **  1,119,836.50   **

                                                                                          STATE
POWDER R(BEAVER CR RD)BR     CONT NO 9283 * FA PROJ NOS SOS 0100002 100
                               201    1007      201    00 P 1   Contractor            96,654.67   81     82



ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                APRIL 1983          PAGE  214

                                                                            FISCAL      GRAND TOTAL      ACTIVE YRS
    DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH  YEAR TO DATE    TO DATE      BEG    END
                             201    1007      201    00 N 1   Payment to Contractor             118.75    82     82
                             201    1007      206    00 N 1                                      58.09    82     82
                             201    1007      296    00 N 9                     25.65CR     101,412.33CR  81     83
                             201    1007      297    00 N 9                                   9,050.00    81     81
                             201    1007      298    00 N 9                     25.65        92,362.33    81     83

                                          SUB TOTAL                                          96,831.51

                             201    1007      900    00 P 1   Resident                        7,706.53    81     82
                             201    1007      920    00 P 1   Proj. Mngt.                        15.30    81     91
                             201    1007      940    00 P 1   Testing lab                     1,468.82    91     81
                             201    1007      941    00 P 1   ✓   ✓                             876.55    81     82
                             201    1007      944    00 P 1   Tech. Serv.                       132.38    81     82
                             201    1007      945    00 P 1   Const.            15.67           319.46    81     83
                             201    1007      946    00 P 1   Region Off.                       512.35    81     82
                             201    1007      948    00 P 1   Const    15.30    15.30            15.30    83     83

                                          SUB TOTAL            15.30           30.97         11,046.69

                                          TOT      P1          15.30           30.97        107,701.36
                                          TOT      N1                                           176.84
                                       ** JOB TOTALS **        15.30   **      30.97   **   107,878.20   **

                                                                                                          STATE
SPRR XING-LEWISBRG-GRANGR    CONT NO      * FA PROJ NOS RRO 000S023  48 RRS 000S023  52
                             202    1095      205    00 P 1                    2,908.40                   81     83
                             202    1095      205    00 N 1                    2,908.40CR
                             202    1095      205    01 P 1                    1,914.61
                             202    1095      205    01 N 1                    2,908.40
                             202    1095      270    01 P 1                      257.97CR     47,972.10
                             202    1095      296    00 N 9        71.15CR     4,499.75CR   45,0[illegible]CR
                             202    1095      298    00 N 9        71.15       4,499.75     46,0[illegible]      83

                                          SUB TOTAL                            4,565.04     47,972.10

                             202    1095      900    00 P 1                                   [illegible]          81
                             202    1095      900    00 P 2                                        [illegible].00
                             202    1095      900    02 P 1                                   [illegible]
```

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

05/12/83

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
201-1007	1*	SOS -0100-002	94,938.75	107,878.20	107,701.36	88.15	94,938.75	94,938.75		
201-1956	1*	SOS -0100-002	10,103.05	11,465.50	11,461.20	88.15	10,103.05	10,103.05		
		PROJ TOTALS	105,041.80	119,343.70	119,162.56		105,041.80	105,041.80		
202-1099	1*	SOS -0200-001	189,923.83	215,586.53	215,381.98	88.18	189,923.83	189,923.83		
>402-1006	1*	SOS -0200-001	10,970.51	10,970.51	10,970.51	100.00	10,970.51	10,970.51		
202-1953	1*	SOS -0200-001	3,068.38	3,479.68	3,479.68	88.18	3,068.38	3,068.38		
>402-1966	1*	SOS -0200-001	13,352.26	13,352.26	13,352.26	100.00	13,352.26	13,352.26		
		PROJ TOTALS	217,314.98	243,388.98	243,184.43		217,314.98	217,314.98		
>203-1959	1	SOS -0300-005	18,266.43	21,760.12	21,622.66	85.80	18,552.24	18,266.43	285.81 B	
>403-1906	1	SOS -0300-005	609.57	609.57	609.57	100.00	609.57	609.57		
		PROJ TOTALS	18,876.00	22,369.69	22,232.23		19,161.81	18,876.00	285.81	
203-1978	1*	SOS -0300-007	13,257.50	15,071.39	15,034.59	88.18	13,257.50	13,257.50		
203-1028	1	SOS -0300-008	77,000.00	83,025.74	79,634.61	85.77	68,302.60	68,302.60		
203-1980	1	SOS -0300-008	4,448.00	4,885.34	4,738.52	85.77	4,064.23	4,064.23		
>403-1908	1	SOS -0300-008	4,000.00	3,513.67	3,513.67	100.00	3,513.67	3,513.67		
203-2535	1	SOS -0300-008	8,832.00	10,256.26	10,256.26	85.77	8,796.79	8,796.79		
		PROJ TOTALS	94,280.00	101,681.01	98,143.06		84,677.29	84,677.29		
205-1090	1*	SOS -0500-001	415,532.89	601,601.12	484,473.46	85.77	415,532.89	415,532.89		
205-1090	2*	SOS -0500-001				85.77				
		PROJ TOTALS	415,532.89	601,601.12	484,473.46		415,532.89	415,532.89		
305-1091	1*	SOS -0504-001	54,407.19	64,346.05	63,433.82	85.77	54,407.19	54,407.19		
305-1936	1*	SOS -0504-001	10,092.81	11,767.30	11,767.30	85.77	10,092.81	10,092.81		
		PROJ TOTALS	64,500.00	76,113.35	75,201.12		64,500.00	64,500.00		
206-1058	1	SOS -0600-001	209,425.00	273,783.72	280,758.90	76.94	216,015.90	209,425.00	6,590.90 B	
206-1939	1	SOS -0600-001	5,575.00	6,711.25	6,493.75	85.80	5,571.64	5,571.64		
		PROJ TOTALS	215,000.00	280,494.97	287,252.65		221,587.54	214,996.64	6,590.90	
207-1047	1*	SOS -0700-002	131,820.22	149,551.19	149,489.93	88.18	131,820.22	131,820.22		
>407-1048	1*	SOS -0700-002	39,464.82	39,464.82	39,464.82	100.00	39,464.82	39,464.82		
207-1987	1*	SOS -0700-002	1,727.16	3,303.48	1,958.67	88.18	1,727.16	1,727.16		
		PROJ TOTALS	173,012.20	192,319.49	190,913.42		173,012.20	173,012.20		
209-1010	1*	SOS -0900-002	49,597.16	57,871.28	57,805.55	85.80	49,597.16	49,597.16		
209-1018	1*	SOS -0900-003	199,204.36	242,009.63	225,906.51	88.18	199,204.36	199,204.36		

9283

E.

January 8, 1982

Contractor's Bonding & Insurance Co.
1213 Valley Street
Seattle, WA 98109

CON 3
#9283

Gentlemen or Ladies:

On December 31, 1982, we wrote to you concerning release of final payment on Contract No. 9283 awarded to Kniesteadt & Sons for work on the Powder River (Beaver Creek Road) Bridge in Baker County.

Final payment on this contract is $2,525.73 and the total contract amount is $96,773.42. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Kniesteadt & Sons
121 W. 10th Street
The Dalles, OR 97058

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

9213

file E.

1-6-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Central Oregon Pavers, Inc. No. 9075	Madras Prineville Hwy.-S. McMeen Co. Jefferson County	Dec. 8, 1981
MOCON Corp. No. 9147	S.E. 92nd Ave.-S.E. Lester Ave. Multnomah & Clackamas Counties	Dec. 9, 1981
Kizer Excavating Co. No. 9209	Dundee/Newberg Rd. @ SPRR X'ing Yamhill County	Dec. 10, 1981
Maxwells Electric, Inc. No. 9130	C.B.D. Traffic Signals (Portland) Multnomah County	Dec. 14, 1981
Comco Const., Ore. Ltd. dba Salem Rd. & Driveway Co. No. 9274	McLeod Lane N.E.-Oregon Electric Railroad Marion County	Dec. 16, 1981
Electric Corp. No. 9243	Clackamas Hwy. @ S.E. River Rd. (Milwaukie) Clackamas County	Dec. 15, 1981
W.R. Grasle Co. No. 9166	Walker Rd. @ Cedar Hills Blvd. (Beaverton) Washington County	Dec. 16, 1981
Linnco Electric Co. No. 9230	Santiam Hwy. @ Clay St. (Albany) Linn County	Dec. 15, 1981
Traffic Marking Specialists, Inc. No. 9163	Multn. Co. Pavement Marking Proj. No. 2 Multnomah County	Dec. 11, 1981
F.E. Ward, Inc. No. 9236	Diversion Canal (Joe Wright, Reeder, Spring Lake Rds.) Bridges Klamath County	Dec. 11, 1981
Hamilton Electric, Inc. No. 9202	McKenzie Hwy. @ 42nd. St. (Springfield) Lane County	Dec. 18, 1981
Babler Bros., Inc. No. 9310	Madras - Bear Drive Jefferson County	Dec. 24, 1981

Contractor and Contract No.	Section & County	Acceptance Date
A.K. Lundmark & Son, Inc. No. 9286	Deschutes River (Twin Bridges Rd.) Bridge Deschutes County	Dec. 29, 1981
Hamilton Electric, Inc. No. 8918	S.E. Monterey Ave.-S.E. Harmony Rd. Clackamas County	Dec. 29, 1981
Douglas S. Coats, Inc. No. 9266	Hay Canyon Creek Bridge Sherman County	Dec. 29, 1981
A.K. Lundmark & Son, Inc. No. 9287	Little Deschutes River (Masten Rd.) Bridge	Dec. 30, 1981
Kniesteadt & Sons No. 9283	Powder River (Beaver Creek Rd.) Bridge Baker County	Dec. 30, 1981
Hertz Electric, Inc. No. 9181	Cornell Rd. @ Murray Blvd. Washington County	Dec. 30, 1981

January 6, 1982

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9283 FINAL Report #15 L.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Powder R. (Beaver Cr. Rd.) Bridge

WEEK ENDING: September 11, 1981

SECTION PREFIX: 201-1007

HIGHWAY: County Road

COUNTY: Baker

NAME OF JOB: Powder River (Beaver Cr. Rd.) Bridge

KIND OF WORK: Grading, Paving and Structure

CONTRACTOR: Kniesteadt & Sons

CONTRACT NUMBER: 9283

FEDERAL AID PROJECT NUMBER: SOS-0100(2)

DATE OF CONTRACT: May 5, 1981

DATE WORK STARTED: June 3, 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 150

CALENDAR DAYS USED 105

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 70

PROJECT AUTHORIZATION: $ 111,037.52

EXCLUSIVE OF ENGINEERING: $ 101,339.92

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 101,339.92

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

ENGINEERING AUTHORIZATION $ 9,697.60

ENGINEERING COST TO DATE $ 7,749.00

This Week $125

PERCENT OF AUTHORIZATION 80 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99

DATE PROJECT WAS COMPLETED: September 9, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	95	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.1	0.1			
MILES PARTIALLY COMPLETED	0.1	0.1			
MILES COMPLETED	0.1	0.1			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	1,000			50
TOTAL QUANTITIES CORRECTED TO DATE	100%	1,000			50
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	955			50
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Truck, paving machine, roller

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16393							
PERCENT	100							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	6	Fair	1		
MONDAY	7	Fair	1		
TUESDAY	8	Fair	1		
WEDNESDAY	9	Fair	1		Completion date
THURSDAY	10				
FRIDAY	11				
SATURDAY	5	Fair	1		

K

RECEIVED
SEP 14 1981
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	6	No activit y
MONDAY	7	No activity (Holiday)
TUESDAY	8	Prepaired bridge deck for paving and paved same
WEDNESDAY	9	General clean up Removed equipment from job site Completion date
THURSDAY	10	---
FRIDAY	11	---
SATURDAY	5	No activity

REMARKS

STATUS: Completion date 9-9-81

Reviewed with Dave Carter 9-9-81

Semi-final records will be submitted on or before 10/5/81.

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

9283

Form E-572 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Powder River (Beaver Cr. Rd.) Bridge Date July 9, 1981

Highway County Road Contract No. 9283

County Baker Kind of Work Grading, & Structure Contractor Kniesteadt & Sons

	Authorized	Estimated	
Contract Amount	96,476.00	97,194.37	
Anticipated Items	500.00	500.00	
Contingency (4½%)	4,363.92	4,363.92	
Engineering	9,697.60	15,000.00	
Credits	-	-	
PROJECT COST	111,037.52	117,058.29	
	NET INCREASE $	6,020.77	+5.4%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
C Reinforcement	3,300.00	+ 718.37
A Engineering	9,697.60	+ 5,302.40

Principal reasons for overruns (Continue on reverse side): Reinforcement underestimated by Design. This is the first project for this contractor. His progress is extremely slow and he requires considerable inspection, surveying, interpretation of plans, etc. Engineering costs are being split with Contract 9278 but there will still be a considerable overrun.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Joseph A. Schliesk Resident Engineer

Noted by for Construction ~~or Bridge~~ Engineer

Confirmed by Division Engineer

Noted by ~~Deputy or State Highway Engineer~~

SP*23769-734 Acknowledged by Baker County: Co Judge Dennis L Fuller

#7223

STATE OF OREGON **INTEROFFICE MEMO**

DEPT. TELEPHONE

TO: Stan Long
Deputy Attorney General

DATE: July 8, 1981

Re: 9283

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: SAIF Corporation Form Letters

Attached please find a form letter received by the Highway Division relative to a contract that had been let by the Highway Division.

The statutes that this form letter relates to is ORS 656.029. Subsection (2) of that statute provides "If the person to whom the contract is let performs the work without the assistance of others, that person is subject to this chapter as a subject worker of the person letting the contract unless that person and the person letting the contract jointly file with the insurer or self-insured employer a declaration stating that the services rendered under the contract are rendered as those of an independent contractor."

The Highway Division and the contractor filed the joint declaration as required by the statute. The result of the filing was the receipt from SAIF Corporation of the attached letter. As you will note in the letter the state is considered to be a "prime contractor" and the contractor for the state is considered to be a "subcontractor".

When an inquiry was made regarding this letter we were advised that there was nothing to worry about that the joint declaration as filed was acceptable and everything was in order to proceed. When asked why the terms prime contractor and subcontractor were used we were unable to get a satisfactorily explanation other than "you are the prime contractor".

I had to read the letter about three times and call somebody in SAIF to make sure that I understood what they were talking about.

It appears that they are too busy to make up more than one form letter as it is obvious that the letter is a form letter from the size of the type in the letter and that in the address and the subject matter and the copies down at the bottom. It also appears that the signature was probably placed on there with a stamp.

81-125-1387

Aside from being confusing to the Highway Division and myself, I wonder how much confusion this creates with a small public agency who looks at a letter like this and see it listed as prime contractor when actually it is the contracting agency.

The statute say nothing about prime contractor or subcontractor but talks about the person letting the contrct. It is obvious it covers situations where there is a contracting agency and a prime contractor as well as a prime contractor and subcontractor. It would appear to me that preparation of two form letters would not be that great an effort and it would certainly avoid a lot of confusion and waste of time trying to find out what they mean.

I realize that they are now a separate corporation and are no longer a public agency but it seems that somebody should call this to their attention and hopefully convince them that the preparation of a letter a little less confusing would certainly benefit the people they are suppose to be serving.

JLS:jb

cc: Bob Gormsen

#7283

L.

STATE OF OREG

INTERO CE MEMO

TO: MEMO TO THE FILE

DATE: June 24, 1981

FROM: Robert W. Gormsen
Commission Services RWG

SUBJECT: Contract No. 9283
Powder River (Beaver Creek Road) Bridge
Kniesteadt & Sons
121 W. 10th Street
The Dalles, OR 97058

When this contract was being processed it was sent to S.A.I.F. They called and said because it was a partnership they would require the social security numbers of each partner.

This office secured the numbers and submitted them to S.A.I.F. This office then received a letter dated June 16, 1971 from S.A.I.F. and signed by Charles Miles. This letter tended to establish the Highway Division as the prime contractor and Kniesteadt & Sons as a sub-contractor.

I called Mr. Miles and explained this situation. He replied that under ORS 656.029 we were bound as a prime contractor.

I immediately consulted Mr. Sollis, the Chief Counsel, and he told me to notify Kniesteadt & Sons that they must do one of two things:

1) They must qualify as a direct employer under ORS 656.407.

2) They must qualify as a contributing contractor under ORS 656.411.

In addition to that, Kniesteadt & Sons should send us proof that this is done. No work on Contract No. 9283 should be done until this proof is received in Salem.

I attempted to phone Kniesteadt & Sons on June 22nd but they did not answer their phone (296-2621).

The fully signed contract was returned to Kniesteadt & Sons on June 9, 1981.

I phoned on June 23rd and the person answering for them said they were all away working on the job at The Dalles. They would not be able to call until next week. They are handling the job themselves and there will be no sub-contracting.

RWG:jas
cc: C. T. Keasey
Walt Hart
Jack Sollis
Kniesteadt & Sons

81-125-1367

HOME OFFICE
SAIF CORPORATION
400 HIGH STREET S.E.
SALEM, OREGON
97312

TELEPHONE (503) 373-8000

ASTORIA 325-7252
BAKER 523-6342
BEAVERTON 644-3118
BEND 382-0322
CORVALLIS 758-1294

EUGENE 683-6700
KLAMATH FALLS [illegible]-4454
MEDFORD 770-[illegible]
MILWAUKIE 242-[illegible]
NORTH BEND 75[illegible]-[illegible]118
PENDLETON 276-4130

PORTLAND METRO 242-3600
PORTLAND N.E. 242-3666
ROSEBURG 672-5826
SALEM 373-8383
THE DALLES 296-9173

SAIFCORPORATION

June 16, 1981

Account No: 9300

9283

Highway Division
% Highway Accounting
437 Transportation Bldg
Salem, OR 97310

Gentlemen:

RE: Joint Declaration Between
Prime Contractor - Highway Division ~~Re: Parks & Recreation~~
Subcontractor - Terry Walter & Rex & Sam Kniesteadt, dba, Kniesteadt & Sons

The joint declaration named above was received by SAIF Corporation and became effective June 5, 1981.

Based on this joint declaration, the subcontractor is now considered to be an independent contractor under the Workers' Compensation Law, and is not eligible to receive benefits as an employee of the prime contractor.

This joint declaration will remain in effect, for the duration of the specified contract, only as long as the subcontractor performs the work described in the joint declaration without the assistance of others, including the direct assistance of the prime contractor. Any change in the legal entity of either party will invalidate the joint declaration. It is the responsibility of the prime contractor to notify SAIF immediately of any change in status of the parties to the joint declaration.

The joint declaration will be canceled if SAIF receives a written cancellation from either party, if the coverage of the prime contractor is canceled, or if the status of either party changes.

The prime contractor must report to SAIF the amount of earnings of the subcontractor before the joint declaration became effective.

Sincerely,

Chas. G. Miles

Charles G. Miles
Policy Records Supervisor
Underwriting Division

CGM:mrg 9283

RECEIVED
JUN 19 1981
COMM[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Terry Walter & Rex & Sam Kniesteadt, dba, Kniesteadt & Sons
121 W 10th
The Dalles, OR 97058

6/29/81 Darlene called Kniesteadt & said everything ok - no need to do anything further - Pat Sullivan - fran -

373-8426

9283

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-89 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5-28-81	State Oregon County Baker Project Number SOS-0100 (2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 11, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,000	$ 205,200
Federal funds	$ 10,290	$ 176,000
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28 th day of May, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

File

Oregon State Highway Division
Salem, Oregon May 19, 1981

Federal Aid Project
No. SOS-0100 (2)

Powder River (Bewer Cr. Rd.) Bridge
Baker County Road

Project agreement estimate.

Type Code PE

Preliminary Engineering			All Required	$ 12,000.00

Type Code X080
Structure, Bridge #16393 (Sta. 10 + 00 to Sta. 16 + 00)
(Str. Sta. 14 + 04 to Sta. 14 + 66)

Mobilization			All Required	$ 8,000.00
Earthwork			All Required	5,000.00
Aggregate Base	1,000	Ton	9.00	9,000.00
Class "B" or "C" Asphalt Contrete	50	Ton	70.00	3,500.00
24 - inch Culvert Pipe	45	Lin. Ft.	18.00	810.00
Guard Rail, Type 2A	125	Lin. Ft.	14.00	1,750.00
Guard Rail, Type 3	100	Lin. Ft.	25.00	2,500.00
Guard Rail Anchors, Type 1	3	Each	300.00	900.00
Rail End Pieces, Type C	4	Each	95.00	380.00
Loose Riprap, Class 50	120	Cu. Yd.	16.00	1,920.00

Alternate "B"

Bridge Removal Work			All Required	$ 4,500.00
Structure Excavation	220	Cu. Yd.	10.00	2,200.00
Structural Concrete, Class 3300 (77 c.y.)			All Required	14,000.00
4' x 60'/65' Prestressed Slabs	7	Each	4,900.00	34,300.00
Reinforcement (8,500 lbs.)			All Required	3,300.00
Metal Rail with Tubing	138	Lin. Ft.	32.00	4,416.00
				$ 96,476.00

Anticipated Items

Roadside Seeding and Mulching			All Required	$ 500.00
			Subtotal	$ 96,976.00
			Engineering	14,061.00
			Total	$111,037.00

Length of Structure - - - - - - - - 0.012 mi.

Summary of Funds (85.77%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 12,000	$ 10,290	$ 1,710
Structure	111,037	95,236	15,801
Subtotal	$ 123,037	$ 105,526	$ 17,511
Reserve	82,163	70,474	11,689
Total	$ 205,200	$ 176,000	$ 229,200

Group 1 100%
Contract No. 9283
Prefix 201-1956
Prefix 201-1007

1-11-79 STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-83	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	ate Oregon County Baker Project No. SOS-0100(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 5.6 mi. S.W. of City of Baker

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12-15-78	0.1
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT $ 12,000.00	FEDERAL FUNDS $ 10,290.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Technical Service Engineer
(Title)
XX For: H. S. Coulter
By
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator JAN 11 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon December 29, 1978

Federal Aid Project
No. SOS-0100(2)

POWDER RIVER (BEAVER CR. RD.) BRIDGE
CO. RD. IN BAKER COUNTY

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 12,000.00
	Total	$ 12,000.00

Length of Project - - - 0.1 miles

Summary of Funds

Federal Funds	$10,290.00
County Funds	1,710.00
Total	$12,000.00

Group 1 - 100%
Prefix - 201-1956

9283

May 1, 1981

Baker County Court
Courthouse
Baker, Oregon 97814

ACC

Attn: Honorable Dennis L. Fuller
County Judge

Gentlemen:

On April 30, 1981 the Highway Division received a satisfactory bid from Kniesteadt and Son, 121 W-10th St., The Dalles, Oregon 97058 for the Powder River (Beaver Creek Road) Bridge. This is a Safer OFF SYSTEMS Project No. S05-0100(2). Based upon the contractors bid the County's advance deposit will be:

	ALT. "B"
Contractor's Bid	$ 96,476.00
Roadside Seeding and Mulching	$ 500.00
4 1/2% Contingencies	4,363.92
10% Engineering	9,697.60
TOTAL CONSTRUCTION	$111,037.52
Est. P.E. Cost	12,000.00
Est. Total Cost of Project	$123,037.52
Less Federal Share (88% of $123,037.52)	108,273.02
Less P.E. Advance Deposit	1,710.00
COUNTY SHARE	$ 13,054.50

By rounding the County's Advance Deposit will be $13,060.00

Rec'd 5-15-81 Informed Roger Lang [illegible]

We will award the contract when we receive your advance deposit, which should be in this office no later than May 22, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

HR:pf
Attachment

bcc w/AD # 892: Roger Lang, Region 5 Federal Aid Engineer
Vern Skoog - Please return completed AD # 892 when advance deposit is received.

9283

Section Powder River (Beaver Cr. Rd.) Bridge Programming Estimate $ ____

Highway County Road Project Length ____

County Baker Completion Time 150 CD

Kind of Work Grading, Surfacing & Structure Est. Comp. Date 10-28-81

Prefix 201-1956 Letting Date April 30, 1981 Project No. 505-0100 (2)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 4-15-81

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
Industrial Engineers

Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs

Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Engr.
Traffic Signal Unit
Traffic
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 5]
District Number ____
Resident Engineer ____

ATTENTION: Roger Lang

FROM: HR

COMMENTS: F.Y.I.

Form 731-0022 (6-80) SP*71282-734

		Alt "A"	Alt "B"
tract Amount		$ ~~127,960^{00}~~ ~~127,660^{00}~~ 126,460^{00}	~~119,730^{00}~~ ~~119,430^{00}~~ 118,230^{00}
	500	$ 500^{00}	500^{00}
Subtotal		$ 126,960^{00}	118,730^{00}
Contingencies (4-1/2%)		5,713^{20}	5,342^{85}
Engineering (~~8~~, 9, ~~10~~%)		11,426^{40}	10,685^{70}
Subtotal		$	
Credit for ____			
Estimated Net Authorization, Construction		$ 144,099^{60}	134,758^{55}

APPROVED

Rev 3-26-81
4-1-81

APPROVED 4-14-81

Road Design Engineer

acting FINAL DESIGN ENGR.

Section Powder River (Bea[illegible] Cr. Rd.) Bridge Programmi[illegible] Estimate $
Highway County Road Project Length
County Baker Completion Time 150 CD
Kind of Work Grading, Surfacing & Structure Est. Comp. Date 10-28-81
Prefix 201-1956 Letting Date April 30, 1981 Project No. 505-0100 (2)

ESTIMATED CONSTRUCTION AUTHORIZATION

		Alt "A"	Alt "B"
Estimated Contract Amount		$ ~~127,960^{00}~~ ~~127,660^{00}~~ 126,460^{00}	~~119,730^{00}~~ ~~119,430^{00}~~ 118,230^{00}
Anticipated Additional Items:			
Royalty Payment			
Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping			
Temporary Pavement Striping			
Remove Pavement Striping (Exist. & Temp.)			
Temporary Erosion Control			
State Furnished			
Roadside Seeding & Mulching	500	$ 500^{00}	500^{00}
Asphalt Cement Adjustment			
On the Job Trainees			
State Responsibility for Damages			
Signal Controller Testing (Engineering)			
"OPTICOM" Testing (Engineering)			
Bikeway Signs			
Adjust Utilities:			
Subtotal		$ 126,960^{00}	118,730^{00}
Contingencies (4-1/2%)		5,713^{20}	5,342^{85}
Engineering (~~8~~, 9, ~~10~~%)		11,426^{40}	10,685^{70}
Subtotal		$	
Credit for			
Estimated Net Authorization, Construction		$ 144,099^{60}	134,758^{55}

APPROVED

Rev 3-26-81
4-1-81

Road Design Engineer

APPROVED 4-14-81
Lyle K. Watson
Acting FINAL DESIGN ENGR.

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3

Date 3-13-81

Section Powder River (Beaver Cr. R.I.) Bridge

County Baker

Kind Of Work Grading, Surfacing & Structure

Length

Name Butler 3-18-81 AW

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (9%)		Lump Sum	All	~~(10%)~~ Lump Sum	10,400^{00} ~~11,600^{00}~~
	Earthwork		Lump Sum	All	Lump Sum	2000^{00}
	Aggregate Base		Ton	1000	10^{00}	10,000^{00}
	Class "B" or Class "C" Asphalt Concrete		Ton ~~Lump Sum~~	50 ~~All~~	44^{00} ~~Lump Sum~~	2,200^{00}
	24-inch Culvert Pipe		Lin. Ft.	45	35^{00}	1,575^{00}
	Guard Rail, Type 2A		Lin. Ft.	125	15^{00}	1,875^{00}
	Guard Rail, Type 3		Lin. Ft.	100	30^{00}	3,000^{00}
	Guard Rail Anchors, Type 1		Each	3 ~~4~~	300^{00}	900^{00} ~~1,200^{00}~~
	Rail End Pieces, Type C		Each	4	100^{00}	400^{00}
	Loose Riprap, Class 50		Cu. Yd.	120	20^{00}	2,400^{00}

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date 3-13-81

Section Powder River (Beaver Cr. Rd.) Bridge
County Baker
Kind Of Work Grading, Surfacing & Structure
Length
Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Alternate "A"					
	Bridge Removal Work		Lump Sum	All	Lump Sum	5,000^{00}
	Structure Excavation		Cu. Yd.	65	20	1,300^{00}
	Furnish Pile Driving Equipment		Lump Sum	All	Lump Sum	8,600^{00}
	Furnish HP 12x53 Steel Piling		Lin. Ft.	720	15	10,800^{00}
	Drive Steel Piles		Lin. Ft.	720	2	1,440^{00}
	(56cy x \$340) Structural Concrete, Class 3300		Lump Sum	All	Lump Sum	19,040^{00}
	4'x60'/65' Prestressed Slabs		Each	7	5140	35,980^{00}
	(5300# x 504) Reinforcement		Lump Sum	All	Lump Sum	2,650^{00}
	Metal Rail with Tubing		Lin. Ft.	138	50	6,900^{00}

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date 3-18-81

Section Powder River (Beaver Cr. Rd.) Bridge
County Baker

Kind Of Work Grading, Surfacing & Structure
Length
Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Alternate "B"					
	Bridge Removal Work		Lump Sum	All	Lump Sum	$5,000^{00}$
	Structure Excavation		Cu. Yd.	220	20	$4,400^{00}$
	Structural Concrete, Class 3300 (77 cy x $350)		Lump Sum	All	Lump Sum	$26,950^{00}$
	4'x60'/65' Prestressed Slabs		Each	7	5140	$35,980^{00}$
	Reinforcement (8500 x 50¢)		Lump Sum	All	Lump Sum	4,25[illegible] ^{00}
	Metal Rail with Tubing		Lin. Ft.	138	50	$6,900^{00}$
	Total Amount of Bid					
	Alternate "A" (Items 1 through 19 Incl.)					$126,460^{00}$ ~~127,660 00~~ ~~127,960 00~~
	Alternate "B" Items 1 through 10 Incl. and items 20 through 25 Incl.)					$118,230^{00}$ ~~119,430 00~~ ~~119,730 00~~

9283 4-8-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-0100(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90057

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
4/8/81	Non Federal aid	County Road

10. GENERAL LOCATION:
Powder River (Beaver Creek Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 4/1/81 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
APR 20 '81
REFER TO Manning
FOR
Info | [illegible] | File

Orig to
4 20 81

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/8/81	G K Hossner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9283

3-81

```
                                                                                               7.36
                        TOT      N1
                     ** JOB TOTALS **                    **                 **            837.74  **

                                                                                                       STATE
POWDERRVBRIDGE          CONT NO     * FA PROJ NOS SOS 100002 100                        10,178.48CR
                          201   1956    296    00 N 9                                    1,310.00
                          201   1956    297    0G N 9                                    8,868.48
                          201   1956    298    00 N 9                                    6,044.34
                          201   1956    901    00 P 1                                        4.30
                          201   1956    901    0C N 1                                      620.77
                          201   1956    905    00 P 1                                        1.20
                          201   1956    914    00 P 1                                    1,293.25
                          201   1956    918    00 P 1                                       13.40
                          201   1956    920    00 P 1                                      145.24
                          201   1956    921    00 P 1                                       14.40
                          201   1956    922    00 P 1                                      100.04
                          201   1956    923    00 P 1                                    2,053.26
                          201   1956    926    00 P 1                                       53.94
                          201   1956    927    00 P 1                                   10,339.84
                                        TOT    P1                                            4.30
                                        TOT    N1
                     ** JOB TOTALS **                    **                 **          10,344.14  **


                                                                  MARCH 1981            PAGE  647
TOTAL TO DATE JOB COST SUMMARY
                                                                    FISCAL              GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX     FUNCTION   GR  CURRENT MONTH    YEAR TO DATE          TO DATE
                                                                                                       STATE
 SPRRXING@GRANGR LWSBG-GRANGR  CONT NO     * FA PROJ NOS RRO 00S023 100         37.48CR      3,814.51CR
                          202   1948    296    00 N 9                           37.48        3,814.51
                          202   1948    298    00 N 9                                           55.88
                          202   1948    901    00 P 1                                          411.77
                          202   1948    904    00 P 1                                        1,945.06
                          202   1948    905    00 P 1                                          620.56
                          202   1948    910    00 P 1                                           71.92
                          202   1948    911    00 P 1                           41.64          217.40
                          202   1948    914    00 P 1                                           60.82
                          202   1948    920    00 P 1                                          677.89
                          202   1948    921    00 P 1                                           20.58
                          202   1948    922    00 P 1                                          156.46
                          202   1948    923    00 P 1                           41.64        4,238.34
                                        TOT    P1
                     ** JOB TOTALS **                    **                     41.64  **    4,238.34  **
                                                                                                       STATE
 SPRR XING @ WREN RD (WREN)    CONT NO     * FA PROJ NOS RR0000S015 100        334.64CR        611.47CR
                          202   1949    296    00 N 9                          334.64          611.47
                          202   1949    298    00 N 9                                           87.35
                          202   1949    [illegible]    00 P 1                          371.82          371.82
                          202   1949    907    00 P 1                          205.07       [illegible]
                          202   1949    [illegible]    00 N 1                                   [illegible]
                          202   1949    914    00 P 1
                                        TOT    P1
```

9283

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-0100(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Baker

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90057

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copies to
Gifford and
H. Reynolds

7. DATE AUTHORIZATION EFFECTIVE 3/31/81

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Powder River (Beaver Creek Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of March 23, 1981 I approve the revised Construction Costs to a TEC of $193,200 Federal Funds $165,710.

(Increase TEC $58,198 Federal Funds $49,879.14)

14. DATE 3/31/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE Assistant Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9283

Section Powder River (Bea Cr. Rd) Bridge Programm Estimate $

Highway County Road Project Length

County Baker Completion Time 150 CD

Kind of Work Grading, Surfacing & Structure Est. Comp. Date 10-28-81

Prefix 201-1956 Letting Date April 30, 1981 Project No. 505-0100 (2)

ESTIMATED CONSTRUCTION AUTHORIZATION

		Alt "A"	Alt "B"
Estimated Contract Amount		$ ~~127,960.00~~ 127,660.00	~~119,730.00~~ 119,430.00
Anticipated Additional Items:			
Royalty Payment.			
Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping.			
Temporary Pavement Striping.			
Remove Pavement Striping (Exist. & Temp.) . . .			
Temporary Erosion Control			
State Furnished ______			
Roadside Seeding & Mulching	500	$ 500.00	500.00
Asphalt Cement Adjustment.			
On the Job Trainees			
State Responsibility for Damages			
Signal Controller Testing (Engineering)			
"OPTICOM" Testing (Engineering)			
Bikeway Signs			
Adjust Utilities:			
______			
______			
______			
______			
______			
Subtotal		$ 128,160.00 ~~128,460.00~~	119,930.00 ~~120,230.00~~
Contingencies (4-1/2%)		5,767.20 ~~5,780.70~~	5,396.85 ~~5,410.35~~
Engineering (~~8~~ 9, ~~10~~%)		11,534.40 ~~11,561.40~~	10,793.70 ~~10,820.70~~
Subtotal		$	
Credit for ______			
Estimated Net Authorization, Construction		$ ~~145,802.10~~ 145,461.60	~~136,461.05~~ 136,120.55

APPROVED

Rev 3-26-81

______

Road Design Engineer

GON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3

Date 3-13-81

Section Powder River ([illegible]) Bridge

County Baker

Kind Of Work Grading, Surfacing & Structure

Length

Name Butler

3-18-81 RW

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		Lump Sum	All	(10%) Lump Sum	$11{,}600^{00}$
	Earthwork		Lump Sum	All	Lump Sum	$2{,}000^{00}$
	Aggregate Base		Ton	1000	10^{00}	$10{,}000^{00}$
	Class "B" or "C" Asphalt Concrete		Lump Sum	All	Lump Sum	$2{,}200^{00}$
	24-inch Culvert Pipe		Lin. Ft.	45	35^{00}	$1{,}575^{00}$
	Guard Rail, Type 2A		Lin. Ft.	125	15^{00}	$1{,}875^{00}$
	Guard Rail, Type 3		Lin. Ft.	100	30^{00}	$3{,}000^{00}$
	Guard Rail Anchors, Type 1		Each	3 ~~4~~	300^{00}	900^{00} ~~$1{,}200^{00}$~~
	Rail End Pieces, Type C		Each	4	100^{00}	400^{00}
	Loose Riprap, Class 50		Cu. Yd.	120	20^{00}	$2{,}400^{00}$

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date 3-13-81

Section Powder River (Beaver Cr. Rd.) Bridge
County Baker
Kind Of Work Grading, Surfacing & Structure
Length
Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Alternate "A"					
	Bridge Removal Work		Lump Sum	All	Lump Sum	5,000^{00}
	Structure Excavation		Cu. Yd.	65	20	1,300^{00}
	Furnish Pile Driving Equipment		Lump Sum	All	Lump Sum	8,600^{00}
	Furnish HP 12x53 Steel Piling		Lin. Ft.	720	15	10,800^{00}
	Drive Steel Piles		Lin. Ft.	720	2	1,440^{00}
	(56cy x $340) Structural Concrete, Class 3300		Lump Sum	All	Lump Sum	19,040^{00}
	4'x60'/65' Prestressed Slabs		Each	7	5140	35,980^{00}
	(5300# x 50¢) Reinforcement		Lump Sum	All	Lump Sum	2,650^{00}
	Metal Rail with Tubing		Lin. Ft	138	50	6,900^{00}

EGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3

Date 3-18-81

Section Powder River (Beaver Cr. Rd.) Bridge

County Baker

Kind Of Work Grading, Surfacing & Structure Length

Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Alternate "B"					
	Bridge Removal Work		Lump Sum	All	Lump Sum	5,000^{00}
	Structure Excavation		Cu. Yd.	220	20	4,400^{00}
	(77cy x $350) Structural Concrete, Class 3300		Lump Sum	All	Lump Sum	26,950^{00}
	4'x60'/65' Prestressed Slabs		Each	7	5140	35,980^{00}
	(8500 x 50¢) Reinforcement		Lump Sum	All	Lump Sum	4,250^{00}
	Metal Rail with Tubing		Lin. Ft.	138	50	6,900^{00}
	Total Amount of Bid					
	Alternate "A" (Items 1 through 19 incl.)					127,660^{00} ~~127,960~~
	Alternate "B" Items 1 through 10 Incl. and items 20 through 25 Incl.)					119,430^{00} ~~119,730^{00}~~

9283

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

March 23, 1981

TO: R.B. Hathaway
Acting Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Project No. SOS-0100(2)
Powder River (Beaver Cr. Rd.) Bridge Sec.
Baker County

I hereby request your approval of a minor program change to increase the estimated total cost and federal funds on the subject project as follows:

Work	Total Cost	Federal Funds
P.E.	$ 12,000.00	$ 10,290.00
Const.	135,002.00	115,830.86
SUBTOTAL	$147,002.00	$126,120.86
Increase		
Const.	$ 58,198.00	$ 49,879.14
TOTAL	$205,200.00	$176,000.00

I further request authorization of the increase in total cost and federal funds as indicated above.

Sufficient funds are available from relaeases in obligations on other projects by final voucher submissions or other actions.

CL:bkc

cc: H. Reynoldson

Form 734-3122

. 9283

Section Powder River (B[illegible]r Cr. Rd) Bridge Program ing Estimate $

Highway County Road Project Length

County Baker Completion Time 150 CD

Kind of Work Grading, Surfacing & Structure Est. Comp. Date 10-28-81

Prefix 201-1956 Letting Date April 30, 1981 Project No. 505-0100 (2)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 2-20-81

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
Industrial Engineers

Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs

Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Engr.
Traffic Signal Unit
Traffic
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number
District Number
Resident Engineer

ATTENTION: [illegible]

FROM: [illegible]

COMMENTS: Please inform the county

Form 731-0022 (6-80) SP*71282-734

		Alt "A"	Alt "B"
Contract Amount	$	127,960.00	119,730.00
500	$	500.00	500.00
Subtotal	$	128,460.00	120,230.00
Contingencies (4-1/2%)		5,780.70	5,410.35
Engineering (~~8~~ 9, ~~8~~%)		11,561.40	10,820.70
Subtotal	$		
Credit for			
Estimated Net Authorization, Construction	$	145,802.10	136,461.05
Est PE Cost		12,000.00	12,000.00
Est. Total Cost		$157,802.10	$148,461.05
Less Federal share (88% of total)		138,865.85	130,645.72
Less P.E. Ad. Deposit		1,710.00	1,710.00
County share of Costs		$17,226.25	$16,105.23

Region said ok 3-31-81

APPROVED

Road Design Engineer

Section Powder River (Beaver Cr. Rd.) Bridge Programming Estimate $ ____
Highway County Road Project Length ____
County Baker Completion Time 150 CD
Kind of Work Grading, Surfacing & Structure Est. Comp. Date 10-28-81
Prefix 201-1956 Letting Date April 30, 1981 Project No. 505-0100 (2)

ESTIMATED CONSTRUCTION AUTHORIZATION

			Alt "A"	Alt "B"
Estimated Contract Amount		$	127,960.00	119,730.00
Anticipated Additional Items:				
Royalty Payment				
Permit Fees				
Slide Correction				
Railroad Protective Costs				
Other Railroad Costs				
Permanent Signing				
Permanent Pavement Striping				
Temporary Pavement Striping				
Remove Pavement Striping (Exist. & Temp.)				
Temporary Erosion Control				
State Furnished ____				
Roadside Seeding & Mulching	500	$	500.00	500.00
Asphalt Cement Adjustment				
On the Job Trainees				
State Responsibility for Damages				
Signal Controller Testing (Engineering)				
"OPTICOM" Testing (Engineering)				
Bikeway Signs				
Adjust Utilities:				
____				
____				
____				
____				
____				
Subtotal		$	128,460.00	120,230.00
Contingencies (4-1/2%)			5,780.70	5,410.35
Engineering (~~8~~ 9, ~~10~~%)			11,561.40	10,820.70
Subtotal		$		
Credit for ____				
Estimated Net Authorization, Construction		$	145,802.10	136,461.65
Est PE Cost			12,000.00	12,000.00
Est. Total Cost			$157,802.10	$148,461.05
Less Federal Share (88% of total)			138,865.85	130,645.72
Less P.E. Ad. Deposit			1,710.00	1,710.00
County share of Costs			$17,226.25	$16,105.33

APPROVED

____
Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3
Date 3-13-81

ection Powder River ([illegible]) Bridge
County Baker

ind Of Work Grading, Surfacing & Structure
Length
Name Butler
2-18-81 AW

o	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		Lump Sum	All	(10%) Lump Sum	11,600.00
	Earthwork		Lump Sum	All	Lump Sum	2,000.00
	Aggregate Base		Ton	1000	10.00	10,000.00
	Class "B" or "C" Asphalt Concrete		Lump Sum	All	Lump Sum	2,200.00
	24-inch Culvert Pipe		Lin. Ft.	45	35.00	1,575.00
	Guard Rail, Type 2A		Lin. Ft.	125	15.00	1,875.00
	Guard Rail, Type 3		Lin. Ft.	100	30.00	3,000.00
	Guard Rail Anchors, Type 1		Each	4	300.00	1,200.00
	Rail End Pieces, Type C		Each	4	100.00	400.00
	Loose Riprap, Class 50		Cu. Yd.	120	20.00	2,400

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date 3-13-81

Section Powder River (Brown Cr. Rd.) Bridge
County Baker
Kind Of Work Grading, Surfacing & Structure
Length
Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Alternate "A"					
	Bridge Removal Work		Lump Sum	All	Lump Sum	5,000^{00}
	Structure Excavation		Cu. Yd.	65	20	1,300^{00}
	Furnish Pile Driving Equipment		Lump Sum	All	Lump Sum	8,600^{00}
	Furnish HP 12x53 Steel Piling		Lin. Ft.	720	15	10,800^{00}
	Drive Steel Piles		Lin. Ft.	720	2	1,440^{00}
	(56 cy x $340) Structural Concrete, Class 3300		Lump Sum	All	Lump Sum	19,040^{00}
	4'x60'/65' Prestressed Slabs		Each	7	5140	35,980^{00}
	(5300# x 50¢) Reinforcement		Lump Sum	All	Lump Sum	2,650^{00}
	Metal Rail with Tubing		Lin. Ft.	138	50	6,900^{00}

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date 3-18-81

Section Powder River (Beaver Cr. F.L.) Bridge
County Baker
Kind Of Work Grading, Surfacing & Structure
Length
Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Alternate "B"					
	Bridge Removal Work		Lump Sum	All	Lump Sum	$5{,}000^{00}$
	Structure Excavation		Cu. Yd.	220	20	$4{,}400^{00}$
	(77cy x $350) Structural Concrete, Class 3300		Lump Sum	All	Lump Sum	$26{,}950^{00}$
	4'x60'/65' Pre-stressed Slabs		Each	7	5140	$35{,}980^{00}$
	(8500 x 50¢) Reinforcement		Lump Sum	All	Lump Sum	$4{,}250^{00}$
	Metal Rail with Tubing		Lin. Ft.	138	50	$6{,}900^{00}$
	Total Amount of Bid					
	Alternate "A" (Items 1 through 19 Incl.)					$127{,}960^{00}$
	Alternate "B" Items 1 through 10 Incl. and items 20 through 25 Incl.)					$119{,}730^{00}$

```
TOTAL TO DATE JOB COST SUMMARY                                                        FEBRUARY 1981        PAGE  626

                                                                                          FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH      YEAR TO DATE          TO DATE
                                      201   1952       920      00 P 1                                         32.50
                                      201   1952       921      00 P 1                                        388.84
                                      201   1952       923      00 P 1                                         22.66
                                                       TOT      P1                                            830.38
                                                       TOT      N1                                              7 36
                                                    ** JOB TOTALS **             **                 **        83  74   **

                                                                                                                     STATE
  POWDERRVBRIDGE                     CONT NO      * FA PROJ NOS SOS 100002 100                              9,178.48CR.
                                      201   1956       296      00 N 9                                      1,310.00
                                      201   1956       297      00 N 9                                      8,868.48
                                      201   1956       298      00 N 9                                      6,044.34
                                      201   1956       901      00 P 1                                          4.30
                                      201   1956       901      00 N 1                                        620.77
                                      201   1956       905      00 P 1                                          1.20
                                      201   1956       914      00 P 1                                      1,293.25
                                      201   1956       918      00 P 1                                         13.40
                                      201   1956       920      00 P 1                                        145.24
                                      201   1956       921      00 P 1                                         14.40
                                      201   1956       922      00 P 1                                        100.04
                                      201   1956       923      00 P 1                                      2,053.26
                                      201   1956       926      00 P 1                                         53.94
                                      201   1956       927      00 P 1                                     10,339.84
                                                       TOT      P1                                              4.30
                                                       TOT      N1
                                                    ** JOB TOTALS **             **                 **     10,344.14   **

                                                                                                                     STATE
  SPRRXING@GRANGR LWSBG-GRANGR       CONT NO      * FA PROJ NOS RRO 00S023 100
                                      202   1948       296      00 N 9                         37.48CR      3,814.51CP
                                      202   1948       298      00 N 9                         37.48        3,814.51
                                      202   1948       901      00 P 1                                         55.88
                                      202   1948       904      00 P 1                                        411.77
                                      202   1948       905      00 P 1                                      1,945.06
                                      202   1948       910      00 P 1                                        620.56
                                      202   1948       911      00 P 1                                         71.92
                                      202   1948       914      00 P 1                         41.64          217.40
                                      202   1948       920      00 P 1                                         60.82
                                      202   1948       921      00 P 1                                        677.89
                                      202   1948       922      00 P 1                                         20.58
                                      202   1948       923      00 P 1                                        156.46
                                                       TOT      P1                             41.64        4,238.34
                                                    ** JOB TOTALS **             **            41.64  **    4,238.34   **

                                                                                                                     STATE
  SPRR XING @ WREN RD (WREN)         CONT NO      * FA PROJ NOS RR0000S015 100
                                      202   1949       296      00 N 9                        334.64CP        611.47CP
                                      202   1949       298      00 N 9                        334.64          611.47
                                      202   1949       905      00 P 1                                         87.35
```

9283

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

February 13, 1981

The Hon. Dennis L. Fuller
Baker County Judge
Baker County Courthouse
Baker, Oregon 97814

Dear Judge Fuller:

Re: Powder River (Beaver Creek Road) Bridge, Off System Project

I am pleased to advise you that we have been successful in identifying funds necessary for the construction of the Powder River (Beaver Creek Road) Bridge.

As you will recall, we have an existing Construction/Finance agreement No. 6976, and the plans were approved by the County Court on April 2, 1980. Only a minimal amount of effort will be required to advance the project to contract letting.

Our Project Management Section has initiated action to program the project with the Federal Highway Administration. By copy of this letter I am asking the Bridge Engineer to take the necessary steps to advance the project to contract letting.

Sincerely,

Roger C Lang
Roger C. Lang
Region Federal Aid Engineer

RCL/vt
cc: W. J. Hart
✓D. E. Swan
J. A. Schlieski

Form 734-3123

9283

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. OS-0100(2)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90057

COUNTY NAME Baker

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

10-9
Orig

RECEIVED
STATE HWY ENGR.
OCT 9 - '80
REFER TO
Moehring
FOR
Info | Inves | R/D | D.A. | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
9-29-80	9-29-80	Non Federal-aid
		STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Powder River (Beaver Creek Road) Bridge Section

GENERAL DESCRIPTION OF WORK:

Program change and one structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
X☒ OTHER *(Specify)* See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's letter of 9-29-80, I approve the program change adding construction to the character of proposed work. As also requested in Mr. Swan's letter of 9-29-80, you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $135,002.00 - Federal Funds $115,830.86 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-29-80		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-621-555

9223

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 29, 1980

PRO 6

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90057
Project No. SOS-0100(2)
Powder River (Beaver Cr. Rd.) Bridge Section
Baker County

We hereby request your approval of a program change to add the construction work to the character of proposed work on the subject project and indicated on the enclosed request for program change PR-9 forms.

We further request authorization for construction at an estimated total cost of $135,002.00 with an obligation of $115,830.86 in federal funds.

CL:bke
Enc.

cc: H. Reynoldson

Budget Bureau No. 41-R20

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., 5.6 mi. S.W. of City of Baker 65	ADT	DHV 20 100	FUTURE (68) (70)	YEAR (71) (72)	REGION (74) (75) 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 P.E., One Bridge 62	NATL. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-A 7 SOS- 0100

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER

CARD 4	CLASS OF FEDERAL FUNDS [1] Safer Off-System Roads	COUNTY NAME Baker
	NAME OF URBAN AREA 17-31	F.A. SYSTEM None
	RTE NO. N	FEDERAL AID Non
	STATE (32) Co	

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS 85.77%	~~STATE FUNDS~~ County	
1	(14-15)	18	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PROGRAMED	90057	SOS-0100(2)	"Powder River (Beaver Cr. Rd.) Bridge Section."	0.1	12,000	10,290	1,710	Pre all Arc
										PROJECT TOTAL	0.1	12,000	10,290	1,710	
5					PE ROW CONST xofo		Safety REQUESTED REVISION	90057	SOS-0100(2)	"Powder River (Beaver Cr. Rd.) Bridge Section."	0.1 0.1	12,000 135,002 (16) (23)	10,290 115,830.86 (24) (33)	1,710 19,171.14	P.E arc Con 60 app tie
										PROJECT TOTAL	0.1	147,002	126,120.86	20,881.14	

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

1 COLUMN 14 →

REASON FOR CHANGE:

To add the construction phase.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:
10-13-78

OTHER:
12-15-78

PROGRAM REVISION REQUESTED

DATE
September 29, 1980

SIGNATURE

~~STATE HIGHWAY ENGINEER~~
Operation Programming Engineer

RECOMMENDED

DATE

SIGNATURE

TITLE

DATE

SIGNATURE

TITLE

---

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

JECT LOCATION (45 typewriter spaces) . Rd., 5.6 mi. S.W. of City of Baker 65	ADT	DHV 20 100	FUTURE (66) (70)	YEAR (71) (72)	REGION 10 (74) (75)	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN. CODE 600 4 6	ITEM NO. 90057 (14) (18)

WORK (35 spaces) dge 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTER(S) SOS- 14 23	NUMBER-AGR. NO. 0100 (2) 7 13	I PROJECTS ONLY: POST MI. MI. (24) (26)	DESIG. 27

Safer Off-System Roads	COUNTY NAME Baker	CODE 14 001 16

F.A. SYSTEM None	RTE NO. N	FEDERAL AID Non	STATE (32) Co. Rd. (36)	U.S. (37) -- (41)

STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS 85.77%	~~STATE FUNDS~~ County	CHARACTER OF PROPOSED WORK
53	ITEM AS NOW PRO-GRAMED	90057	SOS-0100(2)	"Powder River (Beaver Cr. Rd.) Bridge Section."	(54) (56) 0.1	(59) (66) 12,000	(67) (76) 10,290	1,710	Preliminary Engineering all phases including Archeological Salvage.
				PROJECT TOTAL	0.1	12,000	10,290	1,710	
	Safety RE-QUESTED REVISION	90057	SOS-0100(2)	"Powder River (Beaver Cr. Rd.) Bridge Section."	0.1 0.1	12,000 135,002 (16) (23)	10,290 115,830.86 (24) (33)	1,710 19,171.14	P.E. all phases incl. archeological salvage, Const. reinf. conc. bridge 60' in length, Gr. & P. approaches adjust utilities.
				PROJECT TOTAL	0.1	147,002	126,120.86	20,881.14	

een submitted Yes ☐ CODE 11	PROJECT WITHDRAWN YES ☐ CODE 2

wo or more projects. Prepare a form PR-1 for all
rom such action.

REASON FOR CHANGE:

To add the construction phase.

-over-

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE September 29, 1980	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
~~STATE HIGHWAY ENGINEER~~ Operation Programming Engineer	TITLE	TITLE

ne class of project to another, or covers joint financing, show both classes of funds involved.

M ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48903-P61

POWDER RIVER (BEAVER CR. RD.) BRIDGE SECTION
PROJECT NO. SOS-0100(2)

Remarks continued: Revise project data to include construction as follows:

Remove existing structure and construct 60-foot reinforced concrete bridge with 28-foot roadway and grade and pave approach roadways. Adjust utilities as required.

9283

STATE OF OREGON **INTEROFFICE MEMO**

TO: Walt Hart
Bridge Engineer

DATE: July 11, 1980

FROM: Roger C. Lang Roger C Lang
Region Federal Aid Engineer

SUBJECT: Conformation of Intent
Highway Bridge Replacement Program
Baker County

The Baker County Court confirmed their interest and intent to participate in the HBR Program on July 10, 1980 subject to the following conditions:

Br. Name	Route	Br. No.	Est. Cost	SR
Eliminate from program				
1982 Off-System (Construction)				
1-Antone Cr.	Antelope Pk. Rd.	01C015	$100,000	16.8* Failed 7/08/80
2-N. Powder River	Antelope Pk. Rd.	01C014	$100,000	16.9
1983 Off-System (P. E. only)				
1-Cracker Cr.	Cracker Cr. Rd.	01C214	$100,000	19.6
1984 Off-System (P. E. only)				
1-Big Creek	Gene Harsin Rd.	01C900	$120,000	21.0
2-Powder R. Overflow	McCarty Rd.	01C006	$125,000	21.3

The County Court feels the estimated cost to replace these structures is out of line with the amount of use they receive and that the County will take the necessary steps to accomplish needed improvements and removal of the structures from the deficient inventory.

The County Court requests consideration of funds be given to the following structure:

Powder River	Beaver Cr. Rd. #666	01C204	21	21.3

(Note: Inspection Reports and Inventory show wrong road number. Corrected copies are enclosed)

Plans have been developed and approved under the Off System (SOS) Program and the project is ready to go. The Court would prefer to construct the bridge with SOS funds if they are available but they will accept the HBR Program as an alternative.

Bp

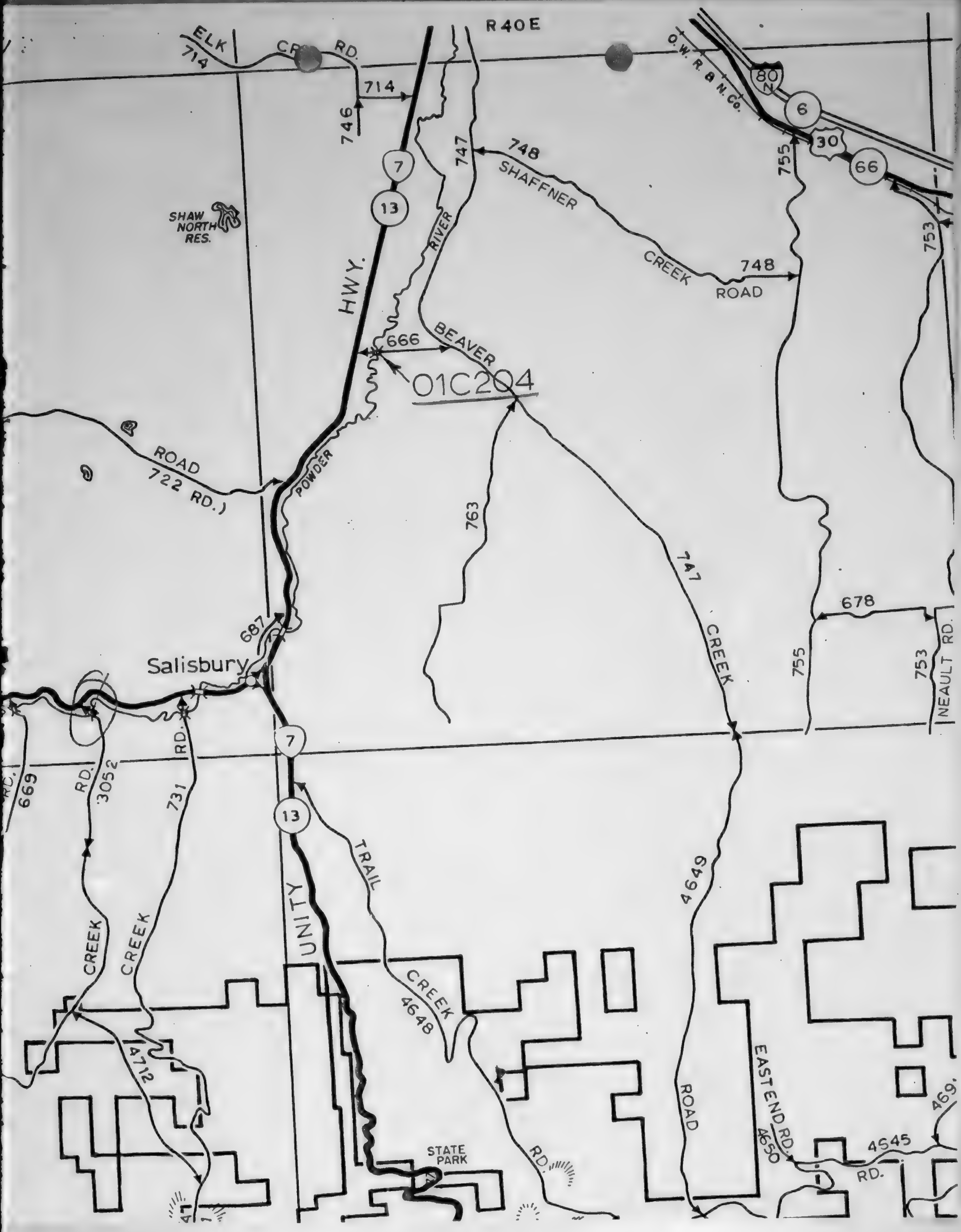
The Court feels it is imperative this structure be replaced as soon as possible because of traffic conditions. Also, in viewing the structure on July 9, 1980 it is noted some super structure deterioration may not be shown on the Inspection Report which should lower the sufficiency rating. Roadmaster Gary Bowling is preparing an updated inspection report to show these items.

By copy of this letter I am asking Hal Reynoldson to expedite his investigation concerning the possibility of SOS funds for the bridge.

Please include the structure in your presentation to the Transportation Commission.

RCL/dt
Enclosure

cc: The Hon. Dennis L. Fuller
Gary Bowling
D. E. Swan ✓
John Wood
J. A. Schlieski
Hal Reynoldson


R40E
ELK CR. RD.
714
714
746
O.W.R.&N.Co.
80
6
30
66
747
748
SHAFFNER CREEK ROAD
748
755
753
7
13
SHAW NORTH RES.
HWY.
RIVER
POWDER
666
BEAVER
01C204
ROAD
722 RD.)
763
747 CREEK
678
755
753
NEAULT RD.
687
Salisbury
7
13
669
RD. 3052
731 RD.
CREEK
CREEK
UNITY
TRAIL CREEK 4648
4649
ROAD
EASTEND RD. 4650
4545 RD.
469
A712
STATE PARK
RD.

1. 410
2. 13
3. 001
4. 0000
5. 141C0~~7470~~ 6660
6. POWDER R (BEAVER CR RD)
7. C-~~747~~ 666 NON-FA
9. 00.2 MI E JCT ORE7
10. 9999
10A.
11A.
12. 0000
13.
14. 0000
15. 0000
16. 00000
17. 000000
18. 4
19. 07
20. 3
21. 3
22. 3
24. 11
25. 4
26. 06
27. 1100
28. 0200
29. 000040
30. 79

31. 2
32. 028
33. 0
34. 00
35. 0
36. 0000
38. 0
39. 000
40. 0000
41. P
42. 15
43. 309
44. 000
45. 01
46. 0000
47. 00167
47A.
48. 0060
49. 000062
50. 000000
51. 0167
52. 0167

53. 9999
54. 0000
55. 999
56. 000
57. S
58. S
59. 3
60. 5
61. 4
62. N
63. 00
64. 115
65. 6
66. 110
67. 2
68. 2
69. N
70. 4
71. 4
72. 6
73. 80
74. 1
75. 311
76. 00062

8. BRIDGE NUMBER 01C204
101. ~~747~~ 666
11. 00017
890. 0979
77. S
78. 0026
79. 02
80. 00050
81. 81
82. 00
83. 0
84. 00161
85. 005
86. 008
87. 00048
88. 00113
91.
92. 000
93. 000
94.
850. 65
860. 58
870. 000000
880. 793
95.

96. T10S R40E SECT17

ORM E-864 (3-71)

OREGON STATE HIGHWAY DIVISION

BRIDGE INSPECTION REPORT

BRIDGE TYPE Steel Pony Truss NAME (Beaver Creek Rd) [illegible] HWY. NO. ~~C747~~ 666 MILE POST 0.17
CROSSING [✓ OVER] UNDER) ______ COUNTY Baker FAP NO. ______ BRIDGE NO. 01C204
DISTRICT ~~[illegible]~~ 13 YEAR BUILT 1911 PHOTOS ______ DATE 9/23/79 INSPECTOR Darrell Conkling

OBSERVATIONS

SUBSTRUCTURE (60)	Condition Rating
1. Abutments - Wings	7
Backwall	6
Footing	—
Piles	—
Erosion	5
Settlement	6
2. Piers or Bents - Caps	—
Column	|
Footing	|
Piles	|
Scour	|
Settlement	|
3. Pile Bents	—
4. Concrete Cracking or Spalling ?	5
5. Steel Corrosion	6
6. Timber Decay, etc. ?	5
7. Debris on Seats	5
8. Paint	4
9. Collision Damage	4
INSPECTOR'S CONDITION RATING (60)	~~4~~ 5
CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	4
2. Embankment Erosion	6
3. Drift	6
4. Vegetation	4
5. Channel Change	4
6. Fender System	—
7. Spur Dikes & Jetties	—
8. Riprap	6
9. Adequacy of Opening	7
INSPECTOR'S CONDITION RATING (61)	4

SUPERSTRUCTURE (59)	Condition Rating
1. Bearing Devices	5
2. Stringers	5
3. Girder or Beams	—
4. Floor Beams	4
5. Trusses - General	4
Portals	4
Bracing	3
6. Paint	4
7. Machinery (Movable Spans)	—
8. Rivets or Bolts	4
9. Welds - Cracks	—
10. Rust	4
11. Timber Decay	4
12. Concrete Cracking	—
13. Collision Damage	4
14. Deflection under Load	4
15. Alignment of Members	3
16. Vibrations under Load	4
INSPECTOR'S CONDITION RATING (59)	3
CULVERTS & RETAIN. WALLS (62)	
1. Barrel	—
Concrete	|
Steel	|
Timber	|
2. Headwall	|
3. Cutoff Wall	|
4. Adequacy	|
5. Debris	|
INSPECTOR'S CONDITION RATING (62)	—

DECK (58)	Condition Rating
1. Wearing Surface	4
2. Deck - Structural Condition	5
3. Curbs	—
4. Median	|
5. Sidewalks	|
6. Parapet	|
7. Railing	|
8. Paint	|
9. Drains	|
10. Lighting Standards	|
11. Utilities	|
12. Joint Leakage	|
13. Expansion Joints or Devices	|
14. Record Elevations:	|
Gutterline @ ℄ Bearings	|
@ ℄ Spans	—
INSPECTOR'S CONDITION RATING (58)	~~4~~ 5
APPROACH ALIGNMENT (65)	
1. Alignment	6
2. Approach Slab	—
3. Relief Joints	—
4. Approach - Guardrail	—
Pavement	—
Embankment	6
INSPECTOR'S CONDITION RATING (65)	6
RATED LOADING (66)	
1. Posted Loading 10 Ton	7
2. Legibility	8
3. Visibility	8
INSPECTOR'S CONDITION RATING (66)	7

REMARKS (Key-in to section and number above)

USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES

List apparent cause, severity and pinpoint location of defects listed above.

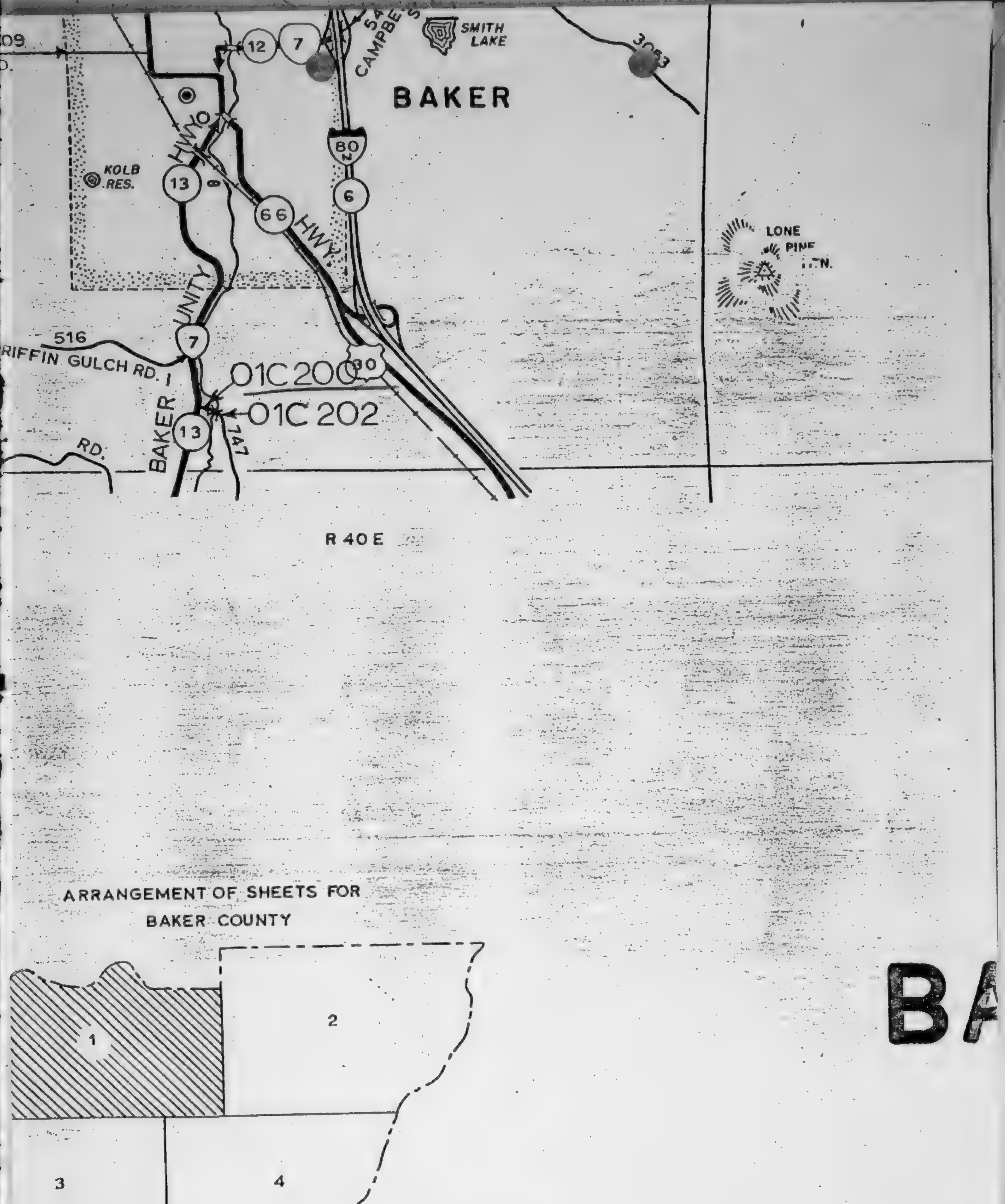
DS

59-5 +15 - Some of the bracing is bent from impact and some of the members are poorly aligned because of collision and stress and fatigue.
58-1 - Deck is well worn where traffic travels.
1-4 - There is lot of brush on and around the bridge.
0-7 - A lot of debris on the seats in front of diaphram.
59-15 - Middle of bridge appears to be saging just a little. more on back

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST		REPAIRS COMPLETE
		Maintenance	Betterment	

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair work of whatever character.


209
12
7
SMITH LAKE
54
CAMPBE
3083
BAKER
HWY 10
KOLB RES.
13
80 N
6
66 HWY
LONE PINE MTN.
UNITY
516
GRIFFIN GULCH RD.
7
30
01C200
01C202
BAKER
13
747
RD.
R 40 E
ARRANGEMENT OF SHEETS FOR BAKER COUNTY
1
2
3
4
BA

1. 410
2. 13
3. 001
4. 0000
5. 141C0~~6660~~ 7470
6. PR OVERFLOW(BEAVER CR L)
7. C-~~666~~ 747 NON-FA
9. 00.0 MI E JCT ORE 7

8. BRIDGE NUMBER 01C200
101. ~~666~~ 747
11. 00004
890. 0979

10. 9999
10A.
11A.
12. 0000
13.
14. 0000
15. 0000
16. 00000
17. 000000
18. 1
19. 07
20. 3
21. 3
22. 3
24. 11
25. 4
26. 06
27. 6500
28. 0100
29. 000025
30. 79

31. 1
32. 020
33. 0
34. 04
35. 0
36. 0000
38. 0
39. 000
40. 0000
41. A
42. 15
43. 702
44. 000
45. 01
46. 0000
47. 00140
47A.
48. 0020
49. 000021
50. 000000
51. 0140
52. 0160

53. 9999
54. 0000
55. 999
56. 000
57. 5
58. 5
59. 4
60. 4
61. 4
62. N
63. 10
64. 115
65. 5
66. 115
67. 3
68. 2
69. N
70. 5
71. 4
72. 6
73. 00
74. 0
75. 000
76. 00000

77. 0
78. 0000
79. 00
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81. 00
82. 00
83. 0
84. 00000
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88. 00000
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92. 000
93. 000
94.

850. 00
860. 00
870. 000000
880. 793

96. T9S R40E SECT32

95.

OREGON STATE HIGHWAY DIVISION

BRIDGE INSPECTION REPORT

BRIDGE TYPE Wood NAME Beaver Creek Loop Rd. (Slough) HWY. NO. ~~C666~~ 747 MILE POST .04

CROSSING (OVER, UNDER) COUNTY Baker FAP NO. BRIDGE NO. C1C 200

DISTRICT ~~Baker~~ 13 YEAR BUILT 1965 PHOTOS DATE 9/20/79 INSPECTOR [illegible]

OBSERVATIONS

SUBSTRUCTURE (60)	Condition Rating
1. Abutments - Wings	—
Backwall	—
Footing	—
Piles	—
Erosion	—
Settlement	none
2. Piers or Bents - Caps	—
Column	
Footing	
Piles	
Scour	
Settlement	
3. Pile Bents	
4. Concrete Cracking or Spalling	
5. Steel Corrosion	—
6. Timber Decay, etc.	4
7. Debris on Seats	—
8. Paint	—
9. Collision Damage	4
INSPECTOR'S CONDITION RATING (60)	4
CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	—
2. Embankment Erosion	4
3. Drift	5
4. Vegetation	4
5. Channel Change	5
6. Fender System	—
7. Spur Dikes & Jetties	—
8. Riprap	—
9. Adequacy of Opening	4
INSPECTOR'S CONDITION RATING (61)	4

SUPERSTRUCTURE (59)	Condition Rating
1. Bearing Devices	—
2. Stringers	—
3. Girder or Beams	—
4. Floor Beams	—
5. Trusses - General	—
Portals	—
Bracing	—
6. Paint	—
7. Machinery (Movable Spans)	—
8. Rivets or Bolts	—
9. Welds - Cracks	—
10. Rust	—
11. Timber Decay	4
12. Concrete Cracking	—
13. Collision Damage	5
14. Deflection under Load	6
15. Alignment of Members	6
16. Vibrations under Load	5
INSPECTOR'S CONDITION RATING (59)	4
CULVERTS & RETAIN. WALLS (62)	
1. Barrel	—
Concrete	
Steel	
Timber	
2. Headwall	
3. Cutoff Wall	
4. Adequacy	
5. Debris	
INSPECTOR'S CONDITION RATING (62)	—

DECK (58)	Condition Rating
1. Wearing Surface	6
2. Deck - Structural Condition	5
3. Curbs	—
4. Median	
5. Sidewalks	
6. Parapet	
7. Railing	
8. Paint	
9. Drains	
10. Lighting Standards	
11. Utilities	
12. Joint Leakage	
13. Expansion Joints or Devices	
14. Record Elevations:	
Gutterline @ ℄ Bearings	
@ ℄ Spans	—
INSPECTOR'S CONDITION RATING (58)	5
APPROACH ALIGNMENT (65)	5
1. Alignment	5
2. Approach Slab	6
3. Relief Joints	—
4. Approach - Guardrail	—
Pavement	—
Embankment	5
INSPECTOR'S CONDITION RATING (65)	5
RATED LOADING (66)	
1. Posted Loading	—
2. Legibility	
3. Visibility	
INSPECTOR'S CONDITION RATING (66)	—

REMARKS (Key-in to section and number above)

USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES

List apparent cause, severity and pinpoint location of defects listed above.

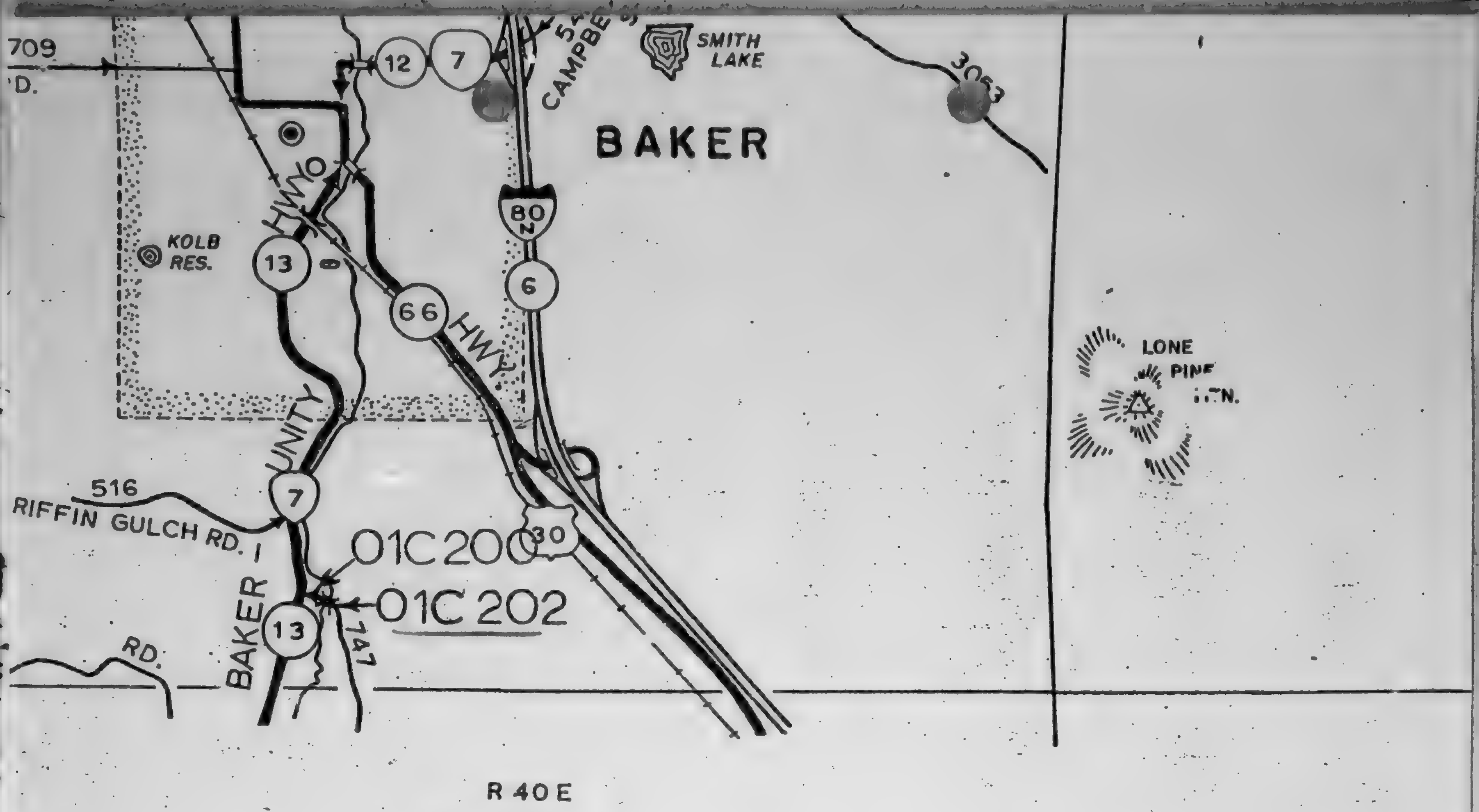
60-4 – Hard to determine condition of beams because they are underwater.

61-4 – Lots of ~~[illegible]~~ cat-tails in channel

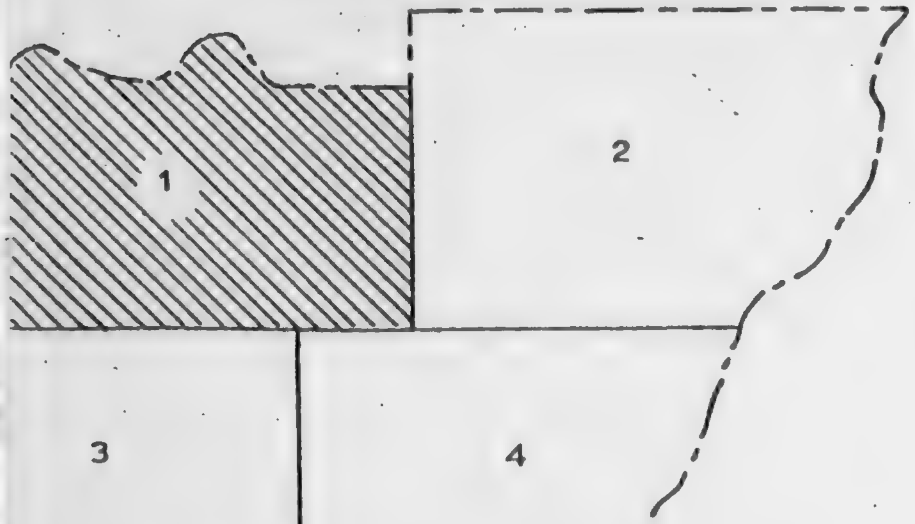
MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST		REPAIRS COMPLETE
		Maintenance	Betterment	

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair work of whatever character.


709
'D.
12
7
CAMPBE
SMITH LAKE
3063
BAKER
80 N
6
HWY
KOLB RES.
13
66
HWY
LONE PINE MTN.
UNITY
516
RIFFIN GULCH RD.
7
01C200
30
BAKER
01C202
13
747
RD.
R 40 E

ARRANGEMENT OF SHEETS FOR
BAKER COUNTY



BA

1. 410
2. 13
3. 001
4. 0000
5. 141C0~~666~~0 1470
6. POWDER R (BEAVER CR L RD)
7. C-~~666~~ 747 NON-FA
9. 00.1 MI E JCT ORE 7
10. 9999
10A.
11A.
12. 0000
13.
14. 0000
15. 0000
16. 00000
17. 000000
18. 4
19. 07
20. 3
21. 3
22. 3
24. 11
25. 4
26. 06
27. 1100
28. 0100
29. 000025
30. 79

31. 2
32. 020
33. 0
34. 00
35. 0
36. 0000
38. 0
39. 000
40. 0000
41. P
42. 15
43. 309
44. 000
45. 01
46. 0000
47. 00160
47A.
48. 0069
49. 000072
50. 000000
51. 0175
52. 0180

53. 9999
54. 0000
55. 999
56. 000
57. 5
58. 7
59. 5
60. 6
61. 6
62. N
63. 00
64. 115
65. 6
66. 110
67. 3
68. 2
69. N
70. 4
71. 7
72. 6
73. 80
74. 1
75. 311
76. 00072

8. BRIDGE NUMBER 01C202
101. ~~666~~ 747
11. 00014
890. 0779
77. 6
78. 0020
79. 02
80. 00040
81. 85
82. 00
83. 0
84. 00144
85. 005
86. 007
87. 00043
88. 00101
91.
92. 000
93. 000
94.
850. 00
860. 00
870. 144000
880. 793

96. T9S R40E SECT 32

95.

OREGON STATE HIGHWAY DIVISION

BRIDGE INSPECTION REPORT

BRIDGE TYPE Pony Truss NAME Beaver Creek Loop Rd. (Powder River) HWY. NO. ~~C 666~~ 747 MILE POST 0.14
CROSSING [✓ OVER], UNDER) COUNTY Baker FAP NO. — BRIDGE NO. 01C202
DISTRICT ~~[illegible]~~ 13 YEAR BUILT 1911 PHOTOS DATE 7/20/79 INSPECTOR David Corbin

OBSERVATIONS

SUBSTRUCTURE (60)	Condition Rating	SUPERSTRUCTURE (59)	Condition Rating	DECK (58)	Condition Rating
1. Abutments - Wings	7	1. Bearing Devices	6	1. Wearing Surface	6
Backwall	6	2. Stringers	5	2. Deck - Structural Condition	7
Footing	7	3. Girder or Beams	—	3. Curbs	—
Piles	—	4. Floor Beams	6	4. Median	
Erosion	7	5. Trusses - General	6	5. Sidewalks	
Settlement	7	Portals	5	6. Parapet	
2. Piers or Bents - Caps	—	Bracing	5	7. Railing	
Column		6. Paint	5	8. Paint	
Footing		7. Machinery (Movable Spans)	—	9. Drains	
Piles		8. Rivets or Bolts	6	10. Lighting Standards	
Scour		9. Welds - Cracks	—	11. Utilities	
Settlement	—	10. Rust	5	12. Joint Leakage	
3. Pile Bents	—	11. Timber Decay	6	13. Expansion Joints or Devices	
4. Concrete Cracking or Spalling	6	12. Concrete Cracking	6	14. Record Elevations:	
5. Steel Corrosion	6	13. Collision Damage	7	Gutterline @ ℄ Bearings	
6. Timber Decay, etc.	6	14. Deflection under Load	6	@ ℄ Spans	—
7. Debris on Seats	6	15. Alignment of Members	7	INSPECTOR'S CONDITION RATING (58)	~~6~~ 7
8. Paint	5	16. Vibrations under Load	6	APPROACH ALIGNMENT (65)	
9. Collision Damage	7			1. Alignment	6
INSPECTOR'S CONDITION RATING (60)	6 5	INSPECTOR'S CONDITION RATING (59)	5	2. Approach Slab	7
CHANNEL & CHAN. PROTECT. (61)		CULVERTS & RETAIN. WALLS (62)		3. Relief Joints	—
1. Channel Scour	7	1. Barrel	—	4. Approach - Guardrail	—
2. Embankment Erosion	6	Concrete		Pavement	—
3. Drift	7	Steel		Embankment	6
4. Vegetation	7	Timber		INSPECTOR'S CONDITION RATING (65)	6
5. Channel Change	7	2. Headwall		RATED LOADING (66)	
6. Fender System	7	3. Cutoff Wall		1. Posted Loading 10 Ton	7
7. Spur Dikes & Jetties	—	4. Adequacy		2. Legibility	5
8. Riprap	none	5. Debris		3. Visibility	7
9. Adequacy of Opening	7				
INSPECTOR'S CONDITION RATING (61)	6	INSPECTOR'S CONDITION RATING (62)	—	INSPECTOR'S CONDITION RATING (66)	5

REMARKS (Key-in to section and number above) RB

USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES

List apparent cause, severity and pinpoint location of defects listed above.

60-8 Paint is so old it is almost gone in most places
65-2 Alot of bullett holes in signs,
59-2 Stringers have some longitudal cracks, but not to bad

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST		REPAIRS COMPLETE
		Maintenance	Betterment	

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair work of whatever character.

9283

6-13-80

Memo to files Transfer of Federal Funds

VR

From		To	
Wasco County Upper White R (Crossing Rd) Br. Section		Baker County Powder River (Beaver Crk Rd) Br. Section	
SOS-3300(1)	$40,500	SOS-0100(2)	$40,500
~~Bonnie Lure Park~~ Sleepy Hollow Br. Section		Powder River (Beaver Crk Rd) Br. Section	
SOS-0300(7)	$~~58,600~~ 51,600	SOS-0100(2)	$~~58,600~~ 51,600
			$~~99,100~~ 92,100 115,[illegible]

Excess from Wasco County		
70,000		
40,500	To Baker C.	SOS-0100(2)
29,500		
24,500	To Polk. Co.	SOS-2700(1)
5,000	[illegible]	[illegible]

Excess from Clackamas Co. (~~Bonnie Lure Park.~~) Sleep Hollow.		
215,000		
21,400	PE	SOS-0300(7)
193,600		
90,000	Skigens Rd	SOS-0300(8)
103,600		
45,000	Old Dry Crk	SOS-0700(2)
58,600		
58,600	Powder R	SOS-0100(2)

Memo to Files Transfer of Federal Funds 6/13/8

From City of Dufur
Heiler and 4th Streets Section

SOS- 3301( )

$9809

To
Clatsop County — 05-0400(1)
~~Baker County~~
Powder ~~River (Beaver Crk Rd)~~ Br.
~~Section~~
~~SOS- 0100(2)~~

$9809

(Dufur has cancelled their project)

The city funds were used and transferred as follows:-

$64,500 - City Allotment.
5448 - For P.E.
59,052
20,891 To City of Salem SOS-2403(1)

38,161
28,352 To City of Eugene SOS- 2003( )

9,809 Clatsop County 05-0400(1)
9,809 Less ~~Baker County SOS-0100(2)~~

Memo to files Transfer of Federal Funds 6/13/80

WR

From Wasco County
Upper White R(Crossing Road) Br.
Section

SOS- 3300(1)

$40,500

To Baker County
Powder River (Beaver CK Rd) Br. Sec.

SOS- 0100(2)

$40,500

From City of Dufur
Heiler and 4th St's
SOS- 3301(1)

$9809

to Clatsop County 0S-0400(1)
To ~~Baker County~~
~~Powder River (Beaver Crk Rd) Bridge~~
~~SOS- 0100 (2)~~

$9809

Dufur project has been cancelled

64,500
5448 Less PE
59,052
20,891 Less Salem SOS-2403(1)
38,161
25,352 Less Eugene SOS-2000( )
9,809
Clatsop Co. SOS-0400(1)
9809 Less ~~Baker Co. SOS 0100(2)~~

Excess Funds Wasco County

70,000
~~65,000~~
40,500 To Baker County SOS-0100(2)
~~24,500~~
25,500
24,500 to Polk County SOS-2700(1)
5,000 to Clatsop Co 0S-04

Memo to files - Transfer of Federal Funds 6/13/80

From Wasco County
Upper White R. (Crossing Rd) Br. Section

SOS-3300(1)

$40,500

To Baker County
Powder River (Beaver Crk Rd) Br. Section

SOS-0100(2)

$40,500

Excess Funds from Wasco County. SOS-3300( )

$65,000
40,500 to Baker County SOS-0100(2)

24,500
24,500 To Polk County SOS-2700(1)

9283

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer

DATE: March 27, 1980

DES 23
Br. 16393

FROM: T. G. Thompson
Supervising Structural
Design Engineer

TG Thompson

SUBJECT:
Powder River (Beaver Cr. Rd.) Br.
Powder River (Beaver Cr. Rd.) Br. Sec.
Beaver Creek Road
Baker County
Bridge 16393

Enclosed are two reduced prints of drawings 35209 through 35212 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$36,000
Structure	102,000
Engineering & Contingencies	28,000
TOTAL	$166,000

It is planned to possibly call for bids on this section on May 29, 1980.

Please make a field review and return one set by April 18, 1980 with your comments and/or corrections noted thereon.

GDA:dh
Enclosures

cc Durward Best, Baker Co. Engr. /w/ 2 sets encl.
H. A. Schell /w/ 2 sets encls. and foundation report
Specs Unit /w/ 1 set encls. plus estimate sheet (unchecked) and designer's notes.
Construction /w/ 1 set encls.
Utility Unit /w/ 1 set encls.
County-City Unit
Road Design /w/ 1 set encls.
J. Schlieski /w/ 1 set encls.

7223

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ...La Grande, Oregon 97850 ... ...Telephone 963-3177

March 24, 1980

Mr. Gary Bowling
Roadmaster
3055 11th
Baker, Oregon 97814

Dear Gary:

Re: Powder River (Beaver Cr. Rd.)Br. Sec.
OFF System Project
Road No. 666

Enclosed are three copies of Preliminary Plans dated March 17, 1980 which detail the roadway and streambed work.

You will note the road approach near the SW corner of the structure will be cut off by the guardrail. It is suggested this approach be relocated westerly. Also, as the County will be relocating some fencing in connection with the detour, it is suggested the County perform all fence relocation on the project.

Please examine the plans carefully, and if found to be acceptable (revise in red if necessary) present them to the County Court for approval. After the plans are approved, return two copies to me for further processing.

As I indicated earlier, we have not been able to identify funds for construction of the project. With the County's approval, we will develop final plans and "shelve" the project until funds become available.

Sincerely,

Roger C Lang

Roger C. Lang
Region Federal Aid Engineer

RCL/dt
Enclosure

cc: ✓Mr. D. E. Swan
Mr. D. O. Christensen
Mr. J. A. Schlieski

9283

TO: Ted Thompson
Supervising Structural Design Engineer
S A L E M

March 17, 1980

FROM: Roger C. Lang Roger C Lang
Region Federal Aid Engineer

Co. Rd

SUBJECT: Powder River (Beaver Cr. Rd.) Br. Sec. SOS 0100(2)
County Rd. #666
Baker County

Enclosed is copy of Preliminary Plans, Drwg. Nos. 34902 and 35065, which have been approved by the Baker County Court on 3/12/80. Also enclosed is a copy of a letter from Gary L. Bowling, Roadmaster, identifying suggested contract letting date, with regards to stream flow, and guard rail location.

I am not sure why the road approaches are not shown on the Vicinity Map. Please contact Joe Schlieski, if more information is needed.

Please proceed with development of final plans for the project.

RCL/dt
Enclosure

cc: Gary Bowling
✓ D. E. Swan w/enclosures
J. A. Schlieski w/enclosure

[illegible] set for A[illegible] Bid Letting
Only PE Funded
[illegible]

PROJECT MANAGEMENT BRANCH
[illegible]
⑨
Rp
[illegible] TO ____________
FOR ____________
FILE: PM FA LG.

9283

BAKER COUNTY
BAKER OREGON

COURTHOUSE
BAKER, OREGON
97814

☐ RE ☐ RCE ☐ RME ☐ ROE

☒ RFA MAR 14 1980 ☐

RECEIVED
REGION 5 OFFICE

March 12, 1980

Department of Transportation
State Highway Division
P.O. Box 850
La Grande, Oregon 97850

Attn: Mr. Roger Lang

RE: Powder River (Beaver Creek Road) Bridge Section, Br. # 16393

Dear Roger:

I have reviewed the enclosed plan and profile sheets on the proposed bridge replacement project. I would like to comment on a couple of items that should be considered:

1. CONTRACT DATE -We are planning to use several large corrugated metal pipes to handle the flow down Powder River under the detour route. After checking with the Watermaster I found that it would be to our advantage to have the construction occur after October 1st. During the summer months the irrigation district will require 200-350 cfs, but after October 1st the flow will be cut down to about 10-15 cfs. That would minimize the amount of water we have to contend with and the size of pipe we will have to install.

2. GUARD RAILS - I didn't see any detail or narrative on this item. The controlling features at the bridge site are going to dictate the length of the approach guard rail. On the west side of the bridge there is an approach 28' away from the existing bridge and on the east side there is an approach 48' away from the end of the bridge.

Sincerely,

Gary L. Bowling

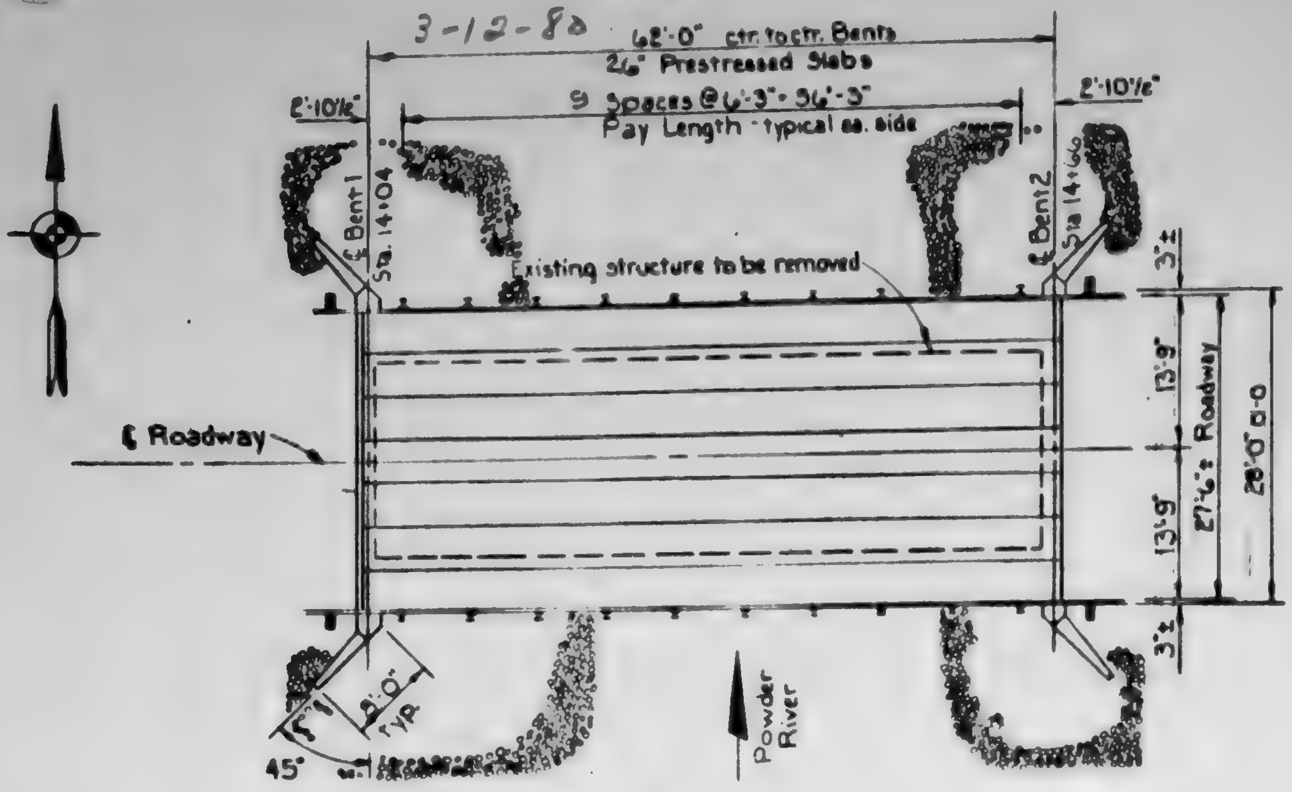
Gary L. Bowling, Roadmaster
BAKER COUNTY ROAD DEPARTMENT
3055 11th Street
Baker, Oregon 97814

GLB:tc
cc: File

cy Ted Thompson
D.E. Swan
J.A. Schlieski

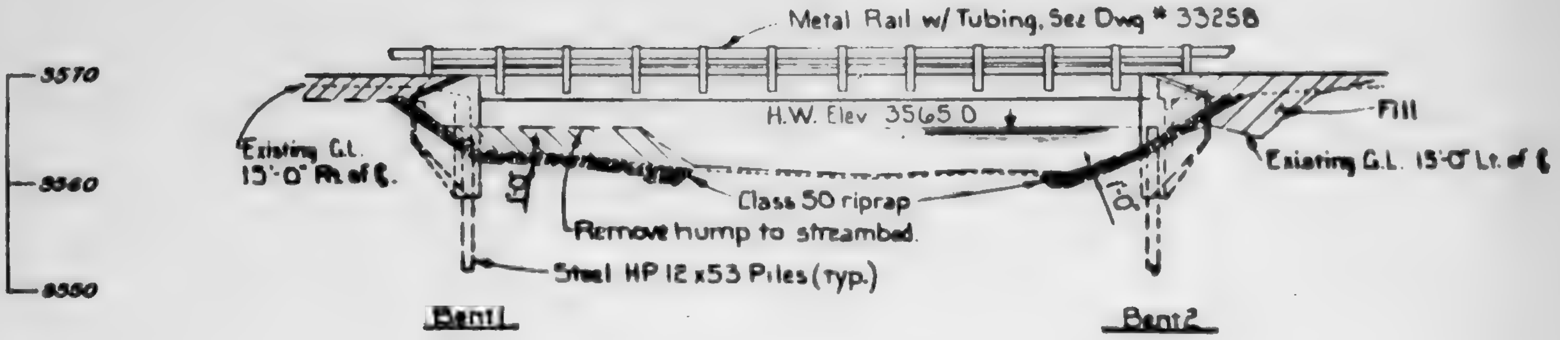
Enclosures

wan 9283


3-12-80
62'-0" ctr. to ctr. Bents
26" Prestressed Slabs
9 Spaces @ 6'-3" = 56'-3"
Pay Length - typical ea. side
2'-10½"
2'-10½"
℄ Bent 1
Sta. 14+04
℄ Bent 2
Sta. 14+66
Existing structure to be removed
℄ Roadway
3'±
13'-9"
13'-9"
27'-6"± Roadway
28'-0" o-o
3'±
2'-0" TYP.
45°
Powder River

PLAN

Scale: 1"=10'-0"


Metal Rail w/ Tubing, See Dwg # 33258
3570
3560
3550
H.W. Elev. 3565.0
Fill
Existing G.L. 15'-0" Rt. of ℄
Existing G.L. 15'-0" Lt. of ℄
Class 50 riprap
Remove hump to streambed.
Steel HP 12x53 Piles (typ.)
Bent 1
Bent 2

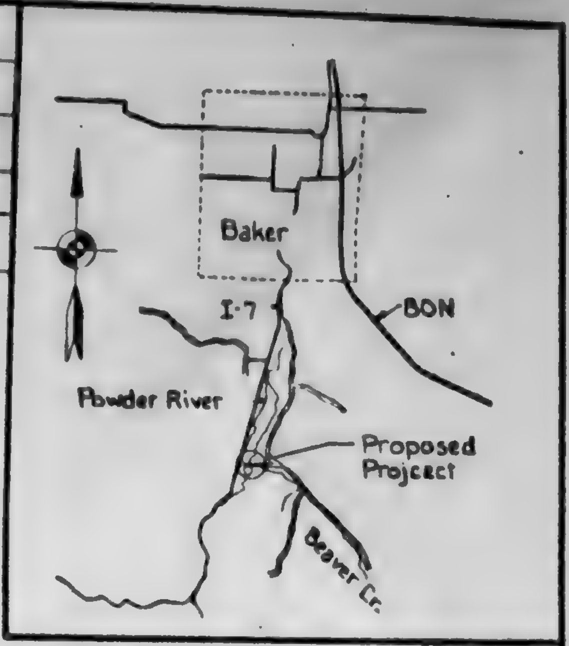
ELEVATION

Scale: 1"=10'-0"

APPR
COUNTY OF
JU
DATE 3/1

HYDRAULIC DATA

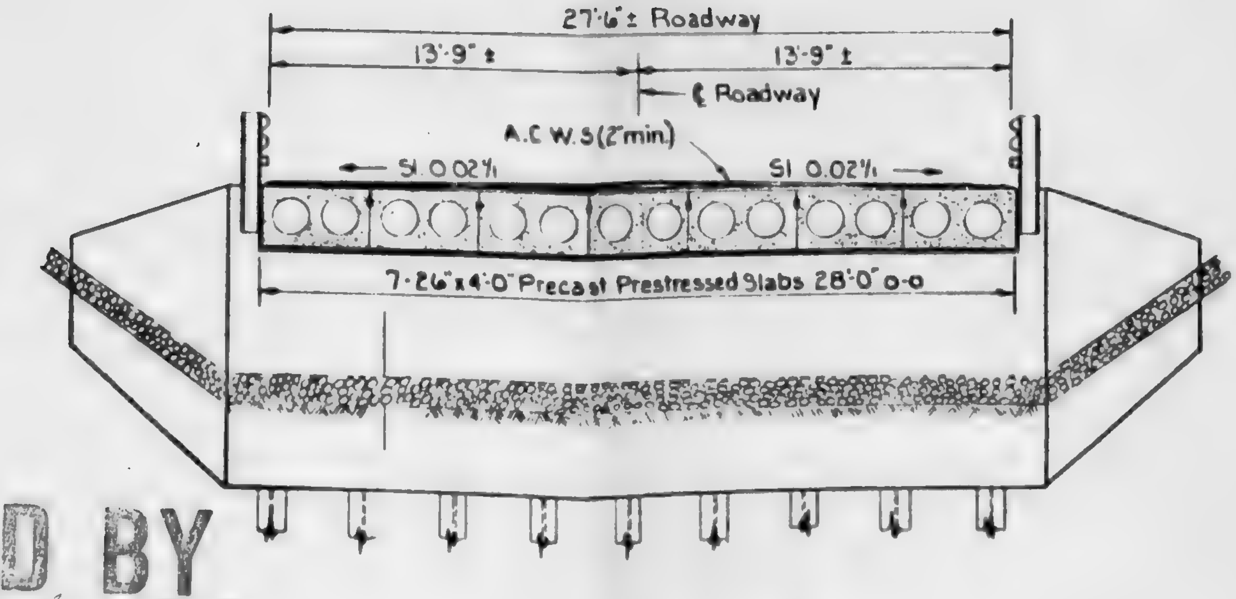
	Design Flood	Intermediate Regional Flood
Discharge - cfs	1650	1830
Frequency - yrs.	25	100
H.W. Elevation Natural Channel	3565 ft.	3565.1 ft.


Baker
I-7
BON
Powder River
Proposed Project
Beaver Cr.

Sec. 17, T.10S. R.40E W.M.

VICINITY MAP

No Scale


27'-6"± Roadway
13'-9"±
13'-9"±
℄ Roadway
A.C.W.S.(2"min.)
Sl. 0.02%
Sl. 0.02%
7-26"x4'-0" Precast Prestressed Slabs 28'-0" o-o

TYPICAL SECTION

Scale: ¼"=1'-0"

APPROVED BY

COUNTY OF Baker

Dennis Fuller
JUDGE OR CHAIRMAN

Fred W.
COMMISSIONER

Stuart Sullivan
COMMISSIONER

DATE 3/12/80

APPROVED:	
P.E. STRUCTURAL DESIGN ENGINEER	
P.E. TECHNICAL SERVICES ENGINEER	
DESIGNED	GDA
DRAWN	J. Silbernagel
CHECKED	
REVIEWED	
REVIEWED	
CALC. BOOK	

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

POWDER RIVER (BEAVER CR. RD.) BR.
POWDER RIVER (BEAVER CR. RD.) SECTION
BEAVER CREEK CO. RD. #666
BAKER COUNTY

PRELIMINARY PLAN & ELEVATION

ACCOMPANIED BY DWGS.

DATE February 1980
BRIDGE NO. 16393
SHEET 1 OF
DRAWING NO. 34902

9283

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
REGION 5 OFFICE

In Reply Refer to
File No.:

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

March 7, 1980

Mr. Gary Bowling
Baker County Roadmaster
Baker County Courthouse
Baker, Oregon 97814

Dear Gary:

Re: Powder River (Beaver Creek Road) Bridge Section, Bridge #16393

Enclosed are three copies of Drawing No. 34902 and 35065 which are the preliminary plans showing elevation and profile grade for the above subject project.

The present estimate of costs for the project are as follows:

Grading, Base Rock, Paving of Structure	$ 36,000
Structure	104,000
Engineering and Contingencies	28,000
	$168,000

It is planned to call for bids on this project when funds are available from the Safer Off System Program or from the Highway Bridge Replacement Program if the structure qualifies.

Please review the plans carefully and, if found to be acceptable, present them to the Court for approval. If revisions are necessary, please show them in red.

After the plans have been reviewed, return two copies to me for further processing.

Sincerely,

Roger C. Lang
Roger C. Lang
Region Federal Aid Engineer

RCL/vt
Enc.
cc: D. E. Swan
Ted Thompson
J. A. Schlieski w/enc.

4A- [illegible]

Form 734-3122

9283

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer
C. Rogers Attention Roger Lang

DATE: March 5, 1980

FROM: T. G. Thompson
Supervising Structural
Design Engineer

SUBJECT:
Powder River(Beaver Cr. Rd.)Bridge
Poder River (Beaver Cr. Rd.)Bridge Section
County Road No. 666
Baker County
Bridge 16393

Enclosed are four reduced prints of Drawings 34902 & 35065 which are the preliminary plan and elevation and vicinity map for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$ 36,000
Structure	104,000
Engineering & Contingencies	28,000
TOTAL	$168,000

Please use these prints to obtain the approval of Baker County and return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

It is planned to call for bids on this project soon.

GDA:smd

Encl.

cc H. A. Schell /w/ 1 set encls.
Engineering /w/ 1 set encl.
County-City Unit
Environment Section (M.Banks) /w/ 1 set encl.

1-125-1387

9283

505

STATE OF OR ON

INT OFFICE MEMO

HIGHWAY DIVISION - ODOT
DEPT.

378-6569
TELEPHONE

TO: F I L E

DATE: February 22, 1980

FROM: Gene M. Finley
Gene M. Finley
Hydraulic Specialist

SUBJECT: Powder River (Beaver Creek Road) Bridge
Beaver Creek Road
Baker County

The proposed project will replace an existing 60-foot pony truss on the same alignment.

HYDROLOGY

The Powder River is a west-east tributary of the Snake River and drains an area of 240 square miles above the proposed bridge site. Runoff from 170 square miles of this drainage area has been regulated by Mason Dam and the Phillips Lake reservoir since October 31, 1967. Ten years of gage data are available from Gage #13-275290 located in the control house on the outlet works at the downstream toe of Mason Dam. The maximum highwater behind the dam occurred June 21, 1974, when an elevation of 4,067.55 feet (MSL) was recorded. Using the Bureau of Reclamation discharge curves for Mason Dam, it is estimated that this highwater represented a potential discharge of 900± cfs through the outlet works.

For the unregulated 70 square miles of drainage area between Mason Dam and the bridge site, the Powder River Basin (Region 1) design chart contained in the OSHD Hydraulics Manual was used to determine the frequency vs. discharge relationship.

The recurrence interval vs. peak discharge relationship listed below for the bridge site was determined by combining the peak discharges of the regulated and unregulated areas.

Recurrence Interval	Peak Discharge Regulated Area	Peak Discharge Unregulated Area	Peak Discharge At Bridge
100-year	900 cfs	930 cfs	1,830 cfs
50-year	900 cfs	840 cfs	1,740 cfs
25-year	900 cfs	750 cfs	1,650 cfs
10-year	900 cfs	630 cfs	1,530 cfs
5-year	900 cfs	540 cfs	1,440 cfs

HAL

RP
Draft

81-125-1387

HYDRAULIC DESIGN

The 25-year flood of 1,650 cfs was chosen as the design flood. Two types of replacement structures were investigated: a 60-foot single-span with vertical abutments and a 78-foot single-span with 1-1/2:1 end slopes.

The 60-foot single-span bridge would have a normal waterway area of 220± square feet below the design highwater elevation of 3,565.0 feet. Along the upstream embankments, the highwater elevation would be 3,566.3 feet which included 1.3 feet of backwater. Average velocity through the structure would be 7.6 fps. This design maintains status quo conditions with the existing structure.

The 78-foot single-span bridge would have a normal waterway area of 220± square feet below the design highwater elevation of 3,565.0 feet. Along the upstream embankments, the highwater elevation would be 3,566.2 feet which includes 1.2 feet of backwater. Average velocity through the structure would be 7.4 fps. This design is a slight improvement over the existing condition.

Historically, debris has not been a problem. The county, however, has requested that the elevation of the bottom of the beams on the new structure be no less than that of the existing bridge.

The following tabulation compares the highwater elevations along the upstream embankments to the existing and proposed structures.

	Backwater Elevation 25-year flood	Backwater Elevation 100-year flood
Existing Structure	3,566.3 feet	3,566.8 feet
60-foot Structure w/vertical abutments	3,566.3 feet	3,566.8 feet
78-foot Structure w/1-1/2:1 end slopes	3,566.2 feet	3,566.5 feet

RIPRAP

For the 60-foot replacement structure it is suggested that the toe of the vertical abutments be protected with a one-foot blanket of class 50 loose riprap. A filter blanket will not be required.

For the 78-foot replacement structure it is suggested that the abutment slopes be protected with a one-foot blanket of class 50 loose riprap placed with a toe trench. A filter blanker will not be required.

GMF:ge

cc: Frank Terpin w/att.
Walt Hart "
J. Davis "
D. Christensen w/att.
H. Schell, FHWA "
D. Harwell "
W. Schwartz "

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge – cfs m³/s	1650	1830	
Frequency – yrs.	25	100	
H.W. Elevation Natural Channel ft. m.	3565.0	3565.1	
H.W. Elevation Channel Change ft. m.			
Average Velocity – fps mps	7.4	7.9	

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow

"Discharge" = Capacity

REMARKS: 78-Foot Single-Span with 1.5:1 end slopes

OREGON STATE HIGHWAY DIVISION

HYDRAULICS UNIT

POWDER RIVER(BEAVER CR. RD.)BRIDGE
BEAVER CREEK ROAD
BAKER COUNTY

COMPILED BY: GENE M. FINLEY

DATE: FEBRUARY 20,1980

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs / m³/s	1650	1830	
Frequency - yrs.	25	100	
H.W. Elevation Natural Channel ft. / m.	3565.0	3565.1	
H.W. Elevation Channel Change ft. / m.			
Average Velocity - fps / mps	7.6	8.1	

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 60-Foot Single-Span with vertical abutments

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

POWDER RIVER (BEAVER CR. RD.)BRIDGE
BEAVER CREEK ROAD
BAKER COUNTY

COMPILED BY: GENE M. FINLEY

DATE: FEBRUARY 20,1980

9283

LOCATION NARRATIVE REPORT

11-1 77

Subject: Powder River (Beaver Cr. Rd.) Bridge
Beaver Creek Road
Baker County

Work to be done: Bridge Replacement

The proposed project is the replacement of a substandard lightweight pony over the Powder River on the Beaver Creek Road with a prestressed concrete structure. Development of small farm residences and Forest Service traffic dictates replacement of this structure.

Existing Structure: The existing structure is a lightweight steel pony truss, 60' span, which was originally fabricated in 1903 and will not accommodate two-way traffic or modern day truck weights and farm equipment widths.

Proposed Structure: The proposed structure is a 60' span prestressed slab span - probably supported on steel piling encased in a concrete webwall.

"P" line & "L" line are the center of the road as established from the existing structure and fences.

The structure will have a 28' roadway with a bolt on metal railing.

Foundation: Existing - we're uncertain of the existing structure's foundation - we've assumed it to be only concrete abutments on footings. For this reason and the extensive work required to extend the existing abutments both upstream and downstream to accommodate the wider structure - we've not attempted to use any of the existing abutments - they will be removed.

Proposed - based on the foudation exploration data we've assumed the use of steel piling - pouring a concrete webwall 3' below the channel bottom.

Scour: Scour does not seem to be a particular problem on the old structure. There are slight indications of possible settlement of the abutments. Placement of riprap is recommended in a toe trench along the front of the abutments and wingwalls.

Erosion: The streambanks are vertical in areas - indicating an erosion problem. There is a thin layer of soil over gravels which is easily eroded by the river action. The county plans to place riprap along the streambanks at a later time with their own forces.

Drift: The drainage area is sage brush, bunchgrass and timberland, and has'nt posed any drift problems.

Icefloes: Icefloes do occur in this river and can be a problem. Aligning the abutments with the channel, maintaining the present vertical clearance, and the smoother surface of the underside of the new structure should help to alleviate the ice problems.

Structure Waterway:	The existing structure waterway appears to be adequate for the present flow conditions. There has been no water over the bridge or the road since the construction of Mason Dam. Flow is completely regulated since 10/31/67 by Phillips Lake. We've raised the finish grade of the structure in order to maintain the present vertical clearance.
Highwater:	No highwater elevation was established. The flow is controlled by Mason Dam.
Drainage Area:	Refer to the following quadrangle sheets - Bowen Valley, Oregon; Blue Canyon, Oregon; and Dooley Mtn, Oregon.
Channel Work:	Under our proposal no channel work other than the structural excavation for the new abutments will be necessary. The county plans no channel work but hopes to maintain the current channel by the use of riprap on the existing streambanks.
Horizontal Alignment:	All centerlines are the same line - "P", "L", and roadway centerline.
Vertical Alignment:	With the county's request that the structure's vertical clearance be maintained it will be necessary to raise the present road grade. With the new structure as control the finish roadway grade will be tapered ahead or back as necessary to make a satisfactory connection.
Skew:	The proposed structure skew angle is 0 degrees - as measured from a line normal to the structure centerline to the proposed bent centerline.
Roadway Crown:	The normal roadway crown is 02'/'. We've assumed the crown on the structure will be done with the asphalt wearing surface.
Grading Work:	All grading work in connection with the new structure will be completed by the contractor - the new approaches, gravel surfacing, paving of the structure and the guardrail installation. All work on the detour will be by the county.
Structure Upstream:	The structure upstream is approximately 2.7 miles above the project on the State Highway.
Structure Downstream:	The downstream structure is approximately 3.1 miles below the project on a county road - the calculated opening is 380 sq. ft. +/-.
Utilities:	C P National maintains a power line along the north side of the road. No conflict with this utility is noted. The line will not be temporarily adjusted for the contractor's convenience. Pacific Northwest Bell maintains their service also on the north side of the road. No conflict with this utility is noted. Their service is buried and will remain buried.

Structure Utility Contacts: Neither the power company nor the telephone service wants to contact the new structure. The power will remain aerial and the telephone will bury in a conduit across the river channel.

Existing Structure: The county wants the old structure to be salvaged. Only the structural steel need be salvaged and the trusses and floor beams may be salvaged as a unit. The county, with adequate notice, would be available to haul the salvaged structure off the site when the contractor removes it.

Detour: A detour will be necessary however the detour construction will be completed and removed by the county. We are uncertain of the type of detour structure the county will use - probably a set of large pipes. We have not shown a detour structure since this is the county's part of the work.

R/W: The structure can be built within the available R/W. There appears to be minor slope encroachment near the structure. Fill slopes will be adjusted in the field as necessary to maintain the construction within the existing R/W. The county has acquired an easement for the necessary detour however the property owner will not officially sign a temporary easement agreement until such time as the project looks more favorable - I'd have to sympathize with the property owner - at this time we don't know if this project will ever go.

Minorities: No minorities have been identified within the limits of the location survey. There is no alternate route and no residents are being displaced.

Game Commission: This project has not been discussed with the Game Commission since it is uncertain as to if and when this project will ever be built. I don't anticipate any problems as long as we follow the normal precautions. The excavation for the bents must be isolated from the free flowing stream by berms, cofferdams or cribs. Dewater from the excavations must be pumped into settling basins to remove the silt before being allowed to re-enter the stream. Fresh concrete or other stream contamination will not be allowed in the free flowing stream.

Date of Award: We are not ready to schedule the letting of this contract - until monies are available. Preferably we should try to schedule it sometime after the spring run-off.

Contract Time: I'm in favor of a short contract time limit - where the contractor will be required to have all materials available before beginning work and must complete it promptly once started. If there is a genuine reason for the temporary suspension of the work it can be handled in the field.

Temporary Protection & Direct: Temporary protection and direction of traffic will be substantially taken care of by the county. Baker County will construct the detour and provide the necessary signing. The contractor will be responsible only for the closing of the road at the structure site.

Cost Estimate: Our cost estimate has been discussed with the Bridge Section and our Cost Analysist in Salem.

Work to be done by the County: The county will construct the detour and provide the necessary detour signing. If monies available require more work be performed by the county, the guardrail and the paving of the structure could be completed by county forces.

Joseph H.
11-9-79

POSSIBLE SOURCES OF INFORMATION

Duane West	Ore. State Game Commission Fish Biologist La Grande	Phone: 963-2138
Gary Bowling	Roadmaster - Baker County Baker	Phone: 523-6417
Peggy Gianelle	Pacific Northwest Bell Pendleton	Phone: 276-5050

4253

May 16, 1979

Baker County Court
Courthouse
Baker, OR 97814

Attention: Anita C. Johnson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6276

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning construction of the Powder River Bridge on Beaver Creek Road in Baker County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Gerald Wimer (agreement attached)

1859

STATE OF OREGON INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: February 1, 1979

FROM: Gerald W. Wimer Gerald Wimer
Local Government Manager

SUBJECT: Powder River (Beaver Creek Rd.) Br.
Baker County

Baker County is requesting the construction of a reinforced concrete bridge approximately 60 feet long with a roadway 28 feet wide. Approaches are to be included in contract. Existing bridge is to be removed by contractor and salvaged by county. Additional R/W is to be acquired by county. P.E. was approved on Oct. 24, 1978. Construction engineering is to be by State. See attached sketch for location.

Jurisdiction	Section	Total Funds	Federal Funds	Local Funds
Baker County	Powder River (Beaver Cr. Rd.)Br.	$139,000	$122,320	$16,680

The region and this office have investigated this proposed project, confirming its validity and financing under the SOS program. I recommend your approval and request you authorize this project under delegated authority.

2-13-79
orig to Head
of Marking

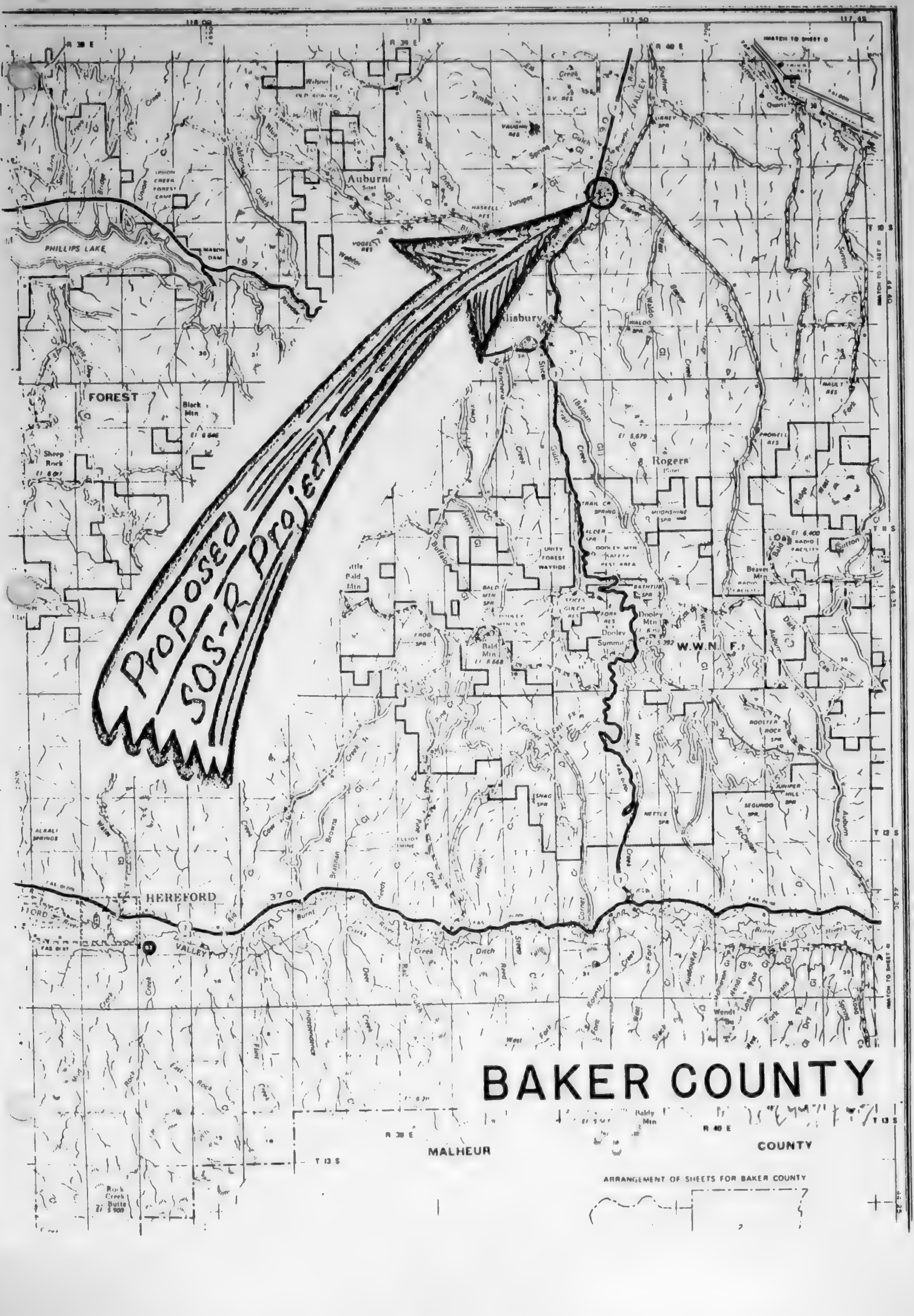
Approved:

H S Coulter
State Highway Engineer

Date 2-13-79

HR:dmc

81-125-1387


Proposed SOS-R Project
BAKER COUNTY
PHILLIPS LAKE
Auburn
Salisbury
Rogers
FOREST
Black Mtn
Sheep Rock
Little Bald Mtn
UNITY FOREST WAYSIDE
Bald Mtn
Dooley Mtn
Dooley Summit
W.W.N.F.
Beaver Mtn
ALKALI SPRINGS
HEREFORD
Burnt River
Baldy Mtn
MALHEUR
COUNTY
Rock Creek Butte
ARRANGEMENT OF SHEETS FOR BAKER COUNTY

9283

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
April 12, 1979

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: Gerald Wimer
Project Management

SUBJECT: Preliminary Engineering
Powder River (Beaver Creek Road) Bridge Section
Project No. SOS
Baker County

SALEM

On April 11, 1979, I met with Judge Fuller to discuss preliminary engineering on the above subject project with regards to your letter of March 26, 1979, and the ROC-TAC/Highway Division Alternative Two Action.

Judge Fuller feels we should proceed towards completion of all preliminary engineering in accordance with Miscellaneous Contracts and Agreements No. 6829. Judge Fuller feels this bridge must be replaced. Hopefully SOS or HBR (SBR) funds will be available.

By copy of this letter, I am asking everyone involved to proceed towards preparation of final plans.

RCL:lt

cc: Judge Fuller
H. S. Coulter
D. H. Moehring
Region Engineer
Frank Terpin
Don Harwell
Vern Cusack
E. S. Hunter
L. W. Rulien
Hal Versteeg
L. E. George
Bob Prange
Bill Penhollow
C. T. Keasey
Bob Ewen
Walt Hart
Steve Macnab
Mainor Holmes
J. A. Schlieski

12-5-79
No funds
for Construction as yet
HR

9283

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

April 2, 1979

The Honorable Dennis L. Fuller
Baker County Courthouse
Baker, OR 97814

Dear Judge Fuller:

Powder River (Beaver Creek Road) Bridge Section, SOS Project

Enclosed are four copies of a Construction Finance Agreement concerning your off system project. The Agreement is being forwarded to you at this time in the optimistic hope that Congress will elect to fund the program provided for in the 1978 Surface Transportation Act. If the program is funded, the Agreement will expedite programming and avoid unnecessary delay, if not approved we have only spun our wheels once more.

Please review the Agreement carefully and if found acceptable, please sign in space provided and return the three blue bound copies to me for further processing.

Do not hesitate to call if you have any questions.

Sincerely,

Roger C Lang
Roger C. Lang
Region Federal Aid Engineer

RCL:lt

Enclosures (4)

cc: Gerald Wimer
J. A. Schlieski

Form 734-3122

9283

ROBERT W STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

March 20, 1979

The Hon. Dennis L. Fuller
Baker County Court
Courthouse
Baker, Oregon 97814

Dear Judge Fuller:

Re: Safer Off System Roads Funds, Powder River (Beaver Creek Road) Bridge

We have been notified by the Federal Highway Administration that all available funds for the Safer Off System Roads Program have been obligated and no additional projects will be accepted for programming. This action by FHWA leaves your project without construction funds and we will not be able to advance the project to contract letting.

Under previous authority from FHWA, funds were obligated for Preliminary Engineering. At this point, we need your guidance in determining a course of action for your project. The available options are as follows:

1. Continue with the project through the field work stage then temporarily curtail activity hoping that Congress will authorize funds which are allowed for in the 1978 Surface Transportation Assistance Act.

2. Continue with the project, as per your original request or on a down scoped basis, utilizing your own funds for construction.

3. Consider the limited Special Bridge Replacement program, or reclassification to the FAS-C System, if eligible.

I know this must be a very frustrating situation for you, but I am requesting your early action as we are holding up work awaiting your decision.

Do not hesitate to call if you have any questions.

Sincerely,

Roger C Lang

Roger C. Lang
Region Federal Aid Engineer

RCL:vt
cc: Gerald Wimer
J. A. Schlieski

Form 81-734 3123

9283

~~"Highway"~~ Prefix - 201-1956

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. 505-0100 (2)
Project Name POWDER RIVER - BEAVER CRK BR.
BAKER COUNTY

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Baker, Oregon, this 7th day of March, 1979

County of Baker

[illegible] GEMENT BRANCH

FILE: FM FA LG.

Certified By
[illegible]
Oregon [illegible]
November 15, 1979

[illegible] L Fuller
County Judge/Chairman

Fred W Rigg
Commissioner

Stewart Sullivan

91863

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-2-79

FEDERAL AID PROJECT NO. SOS-0100(2)

STATE PROJECT NO. See below

COUNTY NAME Baker

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90057

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED 3-2-79

DATE AUTHORIZATION EFFECTIVE 3-2-79

FEDERAL ROUTE NUMBER non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION: Powder River (Beaver Cr. Rd.) Bridge Section

GENERAL DESCRIPTION OF WORK: Program Change - Add Construction Phase

RECEIVED
STATE HWY ENGR
MAR - 7'79
REFER TO
[illegible]
FOR /

Info	Inves	R/D	D/R	Sign	Act	File

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of February 26, 1979, I approve the program change adding construction to the character of proposed work and you are authorized to proceed with actions necessary to advance to the physical construction provided for by the above project at a total estimated cost of $130,620 - Federal Funds $112,030, in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed, or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 3-2-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9283

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 26, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Program Change
Item No. 90057
Project No. SOS-0100(2)
Powder River (Beaver Cr. Rd.) Bridge Section
Baker County

We hereby request your approval of a program change to add the construction work to the character of proposed work on the subject project and indicated on the enclosed request for program change PR-9 forms.

We further request authorization for construction at an estimated total cost of $130,620 with an obligation of $112,030 in federal funds.

CL:mw

Encl.

cc H. Reynoldson

Budget Bureau No. 41-R2068;

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME
2		Co. Rd., 5.6 mi. S.W. of City of Baker	ADT	DHV 20 100			10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 28 62	NATL. FOREST (63) (65)	FM ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER-AGR. 7
3	P.E., One Bridge								SOS-	0100 (2

FOR MISCELLANEOUS FUNDS ONLY

CARD	CLASS OF FEDERAL FUNDS [1]		COUNTY NAME		
	Safer Off-System Roads		Baker		
	NAME OF URBAN AREA 17-31	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32)
4		None	N	Non	Co.

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS 85.77%	~~STATE FUNDS~~ County	
1	(1 or 5)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	90057	SOS-0100(2)	"Powder River (Beaver Cr. Rd.) Bridge Section"	0.1	12,000	10,290	1,710	Prel all Arch
										PROJECT TOTAL	0.1	12,000	10,290	1,710	
5					PE ROW CONST X081		Safety RE-QUESTED REVISION	90057	SOS-0100(2)	"Powder River (Beaver Cr. Rd.) Bridge Section"	0.1 0.1	12,000 130,620 (16) (23)	10,290 112,030 (24) (33)	1,710 18,590	P.E. arch Cons 60' appr ties
										PROJECT TOTAL	0.1	142,620	122,320	20,300	

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ——→	CODE 11	CODE 2

REASON FOR CHANGE:

To add the construction phase.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APP
DATE OF INITIAL APPROVAL: 10-13-78	DATE February 26, 1979	DATE	DATE
OTHER: 12-15-78	SIGNATURE	SIGNATURE	SIGNATURE
	~~STATE HIGHWAY ENGINEER~~ Federal Aid Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

ECT LOCATION (45 typewriter spaces) . Rd., 5.6 mi. S.W. of City of Baker (65)	ADT	DHV 20 100	FUTURE (66) (70)	YEAR (71) (72)	REGION 10 (74) (75)	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN. CODE 678 (4) (6)	ITEM NO. 90057 (14) (18)

		FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
WORK (35 spaces) (62)	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL AUTH YR (74) (75)	PREFIX LETTER(S) (14) SOS- (23)	NUMBER-AGR. NO. (7) 0100 (2) (13)	POST MI. (24) (25)	DESIG. (27)

Safer Off-System Roads	COUNTY NAME Baker				CODE (14) 001 (16)
F.A. SYSTEM None	RTE NO. N	FEDERAL AID Non (32)	STATE Co. Rd. (36)	U.S. (37) -- (41)	

STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	 FEDERAL FUNDS 85.77% (67) (76)	 ~~STATE FUNDS~~ County	CHARACTER OF PROPOSED WORK
53	ITEM AS NOW PRO-GRAMED	90057	SOS-0100(2)	"Powder River (Beaver Cr. Rd.) Bridge Section"	0.1	12,000	10,290	1,710	Preliminary Engineering all phases including Archeological Salvage.
				PROJECT TOTAL	0.1	12,000	10,290	1,710	
	Safety RE-QUESTED REVISION	90057	SOS-0100(2)	"Powder River (Beaver Cr. Rd.) Bridge Section"	0.1 0.1	12,000 130,620 (16) (23)	10,290 112,030 (24) (33)	1,710 18,590	P.E. all phases incl. archeological salvage, Const. reinf. conc. bridge 60' in length, Gr. & P. approaches adjust utilities.
				PROJECT TOTAL	0.1	142,620	122,320	20,300	

n submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

or more projects. Prepare a form PR-1 for all
such action.

REASON FOR CHANGE:

To add the construction phase.

-over-

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE February 26, 1979	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
~~STATE HIGHWAY ENGINEER~~ Federal Aid Engineer	TITLE	TITLE

class of project to another, or covers joint financing, show both classes of funds involved.

RE OBSOLETE AFTER 7-1-61

USCOMM-DC 48903-P61

POWDER RIVER (BEAVER CR. RD.) BRIDGE SECTION
PROJECT NO. SOS-0100(2)

Remarks continued: Revise project data to include construction as follows:

Remove existing structure and construct 60-foot reinforced concrete bridge with 28-foot roadway and grade and pave approach roadways. Adjust utilities as required.

9283

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE: 2/6/79

BILLING REQ. NO.: CC 1977

YOUR ORDER NO.:

CREDIT DISTRIBUTION: 201-1956

BILL TO: Code:

Baker County
Courthouse
Baker, Oregon 97814
Attn: Hon. Dennis L. Fuller, Judge

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the Advance Deposit for the P.E. for the Powder River (Beaver Creek Road) Br. SOS-0100(2) AD561			

Advance Deposit Amount	$ 1,710.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 1,710.00
Transfer to Highway Fund	$ 1,310.00
Refund Due	$

Amount Due . . . . . $

Partial or final request for billing

Number of the previous request in connection with this service.

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

Gerald Wimer

Gerald W. Wimer

SP*35736-734

9283

December 18, 1978

Baker County Court
Courthouse
Baker, Oregon 97814

Attn: Hon. Dennis L. Fuller
County Judge

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Powder River (Beaver Creek Rd.) Br. Section, SOS-0100(2).

Financial sharing of the preliminary engineering is:

Total P.E.	$12,000.00
Federal Funds	10,290.00
Balance	$ 1,710.00
Local Share: $1,710.00	

Rec'd 1/19/79
Informed Roger Lang per call

Please make your check in the amount of $1,710.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

HR:dmc

bc w/AD#561: Vern Skoog-Please return completed AD#561 when check is received.
Region 5 Federal Aid Engineer Roger Lang.

9283

U.S. DEPARTMENT OF TRANSPORTATION - [illegible]RAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL [illegible] PROJECT NO. SOS-0100(2)

STATE PROJECT NO. See below

COUNTY NAME Baker

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90057

FROM:

G. L. Green, Division Administrator
Salem, Oregon

12-15-78

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

copies to
Gifford
Christensen
Trout
N. Reynoldson
Region 5

DATE PS & E APPROVED -	DATE AUTHORIZATION EFFECTIVE 12-15-78	FEDERAL ROUTE NUMBER non Federal-aid STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Powder River (Beaver Creek Rd.) Bridge Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including archeological salvage
TEC NTE $12,000 - F.F. $10,290
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-5-78 letter.

AD 5-1

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-15-78	G. K.	for Division Administrator

FORM PR-1240 (REV. 8-70) · EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

9283

December 13, 1978

Baker County Court
Courthouse
Baker, OR 97814

Attention: Anita C. Johnson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 68-29

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the Powder River Bridge Section of Beaver Creek Road in Baker County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

9283

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 5, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

HD 561

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90057
Project No. SOS-0100(2)
Powder River (Beaver Cr. Rd.) Bridge Section
Baker County

Attached data consists of PR-1 form with project maps.

We hereby request the following:

Authorization to proceed with all phases of preliminary engineering including archeological salvage at an estimated total cost of $12,000 with an obligation of $10,290 in federal funds.

DRH:tmw

Enc.

cc: W. E. Schwartz, (Region 5)
H. Reynoldson, w/att.

Budget Bureau No. 41-R2067; A

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 12-5-78

FORM PR-1
(REV. 4-61)

U.S. D

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2
REPORT NUMBER (19) (20)
PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., 5.6 mi. S.W. of City of Baker 65
ADT PRESENT DHV-20 100
FUTURE N/A (66) (70)
YEAR (71) (72)
REGION 10
STATE NAME Oregon

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering 62
NATL. FOREST (63) (65)
FH ROUTE NO. (66) (68)
SUPV AGCY (69)
DA CLASSIF. (70)
DA AREA (71)
EMERG. YR. (72) (73)
PL. AUTH YR (74) (75)
PROJECT NUMBER: PREFIX LETTER(S) 14 SOS- 23; NUMBER 7 0100

CARD
CLASS OF FEDERAL FUNDS Safer Off System Roads
COUNTY NAME Baker
CODE 001 (14)
NAME OF URBAN AREA 17-31 --
ROUTE NO. N
FEDERAL-AID Non (32)
STATE Co. Rd. (36)
U.S. (37) --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (85.77%)	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.1	12,000	10,290	---	1,710
5					**ROW**							
5					**CONST** (CODE)		"Powder River (Beaver Cr. Rd.) Bridge Section"					

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS					
		DRH		0.1	12,000	10,290	---	1,710
1	14	PROGRAM APPROVAL DATES 10-13-78			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

12-5-78

T LOCATION (45 typewriter spaces) . Rd., 5.6 mi. S.W. of City of Baker (65)	ADT	PRESENT DHV-20 100	FUTURE (66) (70) N/A	YEAR (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE (2) (3) 41
						APPN CODE (4) (9) 680	ITEM NO. (14) (18) 90057

RK (35 typewriter eering (62)	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) (14) (23) SOS-	NUMBER (7) (13) 0100	SEQ. NO. (2)
								I. Projects Only	POST MI. (24) (26)	DESIG. (27)

Safer Off System Roads

--

COUNTY NAME Baker	CODE (14) (16) 001	PROGRAM STAGE ☐ 1 OR ☐ 2	
ROUTE NO. N	FEDERAL-AID Non (32)	STATE Co. Rd. (36) (37)	U.S. -- (41)

RK TYPE (46)	STEP (53)	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (85.77%) (67) (76)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
			0.1	12,000	10,290	---	1,710	
W								
NST E)		"Powder River (Beaver Cr. Rd.) Bridge Section"						ROW-60' normal; Access Control-none; Parking Restrictions-none.
DRH		PROJECT TOTALS	0.1	12,000 (16) (23)	10,290 (24) (33)	---	1,710	

AL DATES 10-13-78

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

POWDER RIVER (BEAVER CR. RD.) BRIDGE SECTION
PROJECT NO. SOS-0100(2)

Existing Facility:
Roadway -- Gravelled surfaced 32-ft. roadway.
Structure -- (Beaver Cr. Rd.) Steel truss, HC 16', Length 60'.

Adjacent Sections: Same as existing roadway above.

Project Data: Work under this project consists of preliminary engineering all phases including archeological salvage for the future construction on existing alignment of a prestressed reinforced concrete bridge approximately 60 feet in length, 28 feet in width and approach work as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

a) State Clearinghouse---Exempt from A-95 review under working agreement.
b) District 13 Clearinghouse---It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect. Furthermore, it is our opinion that A-95 review is not necessary, as the work involved is such that it will not affect decisions of other public work involved activities of concern to the clearinghouse agencies, as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 17, 1978.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Note:
1) This project is in Congressional District No. 2.
2) Included in FY 79 A.P. in table of "Projected Federal Fund Obligations and Balances" for FY 79 Program.

9283

ROBERT W STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ... La Grande, Oregon 97850 ... ... Telephone 963-3177

December 1, 1978

Honorable Dennis L. Fuller
Baker County Judge
Courthouse
Baker, Oregon 97814

Dear Judge Fuller:

RE: Final Project Assessment, Powder River (Beaver Creek Road) Bridge SOS-R Project

Under the terms of the project application, the County shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3 Non-Major Action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment, and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

No work shall be performed until the project is fully approved by FHWA.

Sincerely,

Roger C Lang
Roger C. Lang
Region 5 Federal Aid Engineer

RCL:sh
Attachment

cc Gerald Wimer
J. A. Schlieski

Form FHWA 121 (Rev. 5-73)
9283

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 17, 1978

In reply refer to: HFO.4/5-OR

SUBJECT: Oregon Project SOS-0100(-)
Powder River (Beaver Cr. Rd.) Bridge
Baker County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager
Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Potter's October 25, 1978 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

R. V. Riedl
G. L. Green for

cc:
ODOT (D H Moehring)
OSHD (Reg 5, Env)

Environmental Section
November 21, 1978

D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
W. E. Schwartz
C. K. Ansell
Vernal Moore
John Preston
Gerald Wimer
B. L. Gifford
Don Keyes (8)

9283

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

505-0100 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Powder River (Beaver Creek Road) Bridge
Date October 25, 1978
Unit (if appl)
County Baker
City
Highway County Road
State Hwy. No. N.A.
Termini: M.P.(if appl) N.A.
Length 0.1 mile ±
Region 5
Construction Estimate
Program Amount

B. Purpose of Project:

To replace a substandard structure which will not accommodate two-way traffic nor modern day truck weights and farm equipment widths.

C. Origin & History of Project:

Existing structure was originally fabricated and installed in 1908. Development of small farm residences and accelerated Forest Service traffic dictates replacement of this structure.

D. General Description of Project:

Construct reinforced concrete slab span bridge. 60' length, 28' width.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. ____ ; Shldrs. X ; Parking ____
Proposed: No. Lanes 2 ; Med. ____ ; Shldrs. X ; Parking ____

Traffic: Existing Facility: Existing ADT 50-100* ; Projected ADT ______ ; Yr. ____
Existing Level of Service Inadequate

Proposed Facility: Projected ADT Unknown ; Yr. ______
Projected Level of Service ______

*Estimated

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels________
Yes, No

Acres________; Type of Relocation Req.__________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Required materials to be obtained from existing sources and/or commercial suppliers.

Type of Structure(s):

Prestressed concrete.

Brief Description of River or Stream and Type of Involvement, if any:

The bridge abutments will be placed outside the stream channel. Riprap will be placed to prevent sour and erosion during controlled high run-off. Basically, the stream flow is controlled at Mason Dam.

Local City, County or COG priorities of project:

First priority, Off System, of County.

FHWA and/or OSHD approvals given, if any:

None.

Location or Design Alternatives (identify and describe):

Location alternative not considered. County is utilizing existing right of way corridor and temporary detour adjacent to the existing structure is the most logical solution to handle traffic.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project is located about six miles south of the City of Baker near the confluence of Beaver Creek and Powder River at about elevation 3,900 feet near the south end of a lush valley which extends about three miles north and is about one mile in width. The immediate surroundings are semi-arid rolling foothills covered with native grasses and sagebrush. Normal rainfall in the area is about eight inches yearly, most of which occurs during winter months. Vegetation in the valley floor is primarily heavy meadow grass. Top soil varies from six to fourteen inches and lies on top of glacial gravel deposits. Willow growth and occasional cottonwood trees have been developed along the stream to assist in erosion control. Deer, elk, coyote, rabbits, pheasant, ducks and other forms of wildlife are frequently seen in this area. Few if any native fish and no anadromous fish are in the stream. All the fish found in the stream are planted trout.

2. Cultural:

This small valley is oriented to small ranching operations, primarily cattle, because of the thin layer of topsoil available. Small areas adjacent to the valley are suited to small acreages of grain and alfalfa crops. The Powder River is a popular fishing stream and the surrounding mountains generate considerable recreation travel on this route.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Temporary construction easement required for detour. No lasting impact or significance should be encountered.

2. Estimated Impact on Traffic Patterns:

No additional impact or change anticipated in traffic patterns.

Consequences--Air Quality, Noise, Safety, etc.:

Air quality will not be affected; increase in noise during construction but not considered to be objectional; safety will be improved as structure will allow two-way traffic.

3. Estimated Impact on Land Use:

None.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

Cultural resource survey may be required.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:
None.

7. Potential for Controversial Issues:
None.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

This project will not alter air, noise or water quality.

b. Noise Standards

A noise study report is required.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

Consistent with Land Use and Transportation Plans; no conflict with zoning.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------------------ ----NON-MAJOR ACTION-----

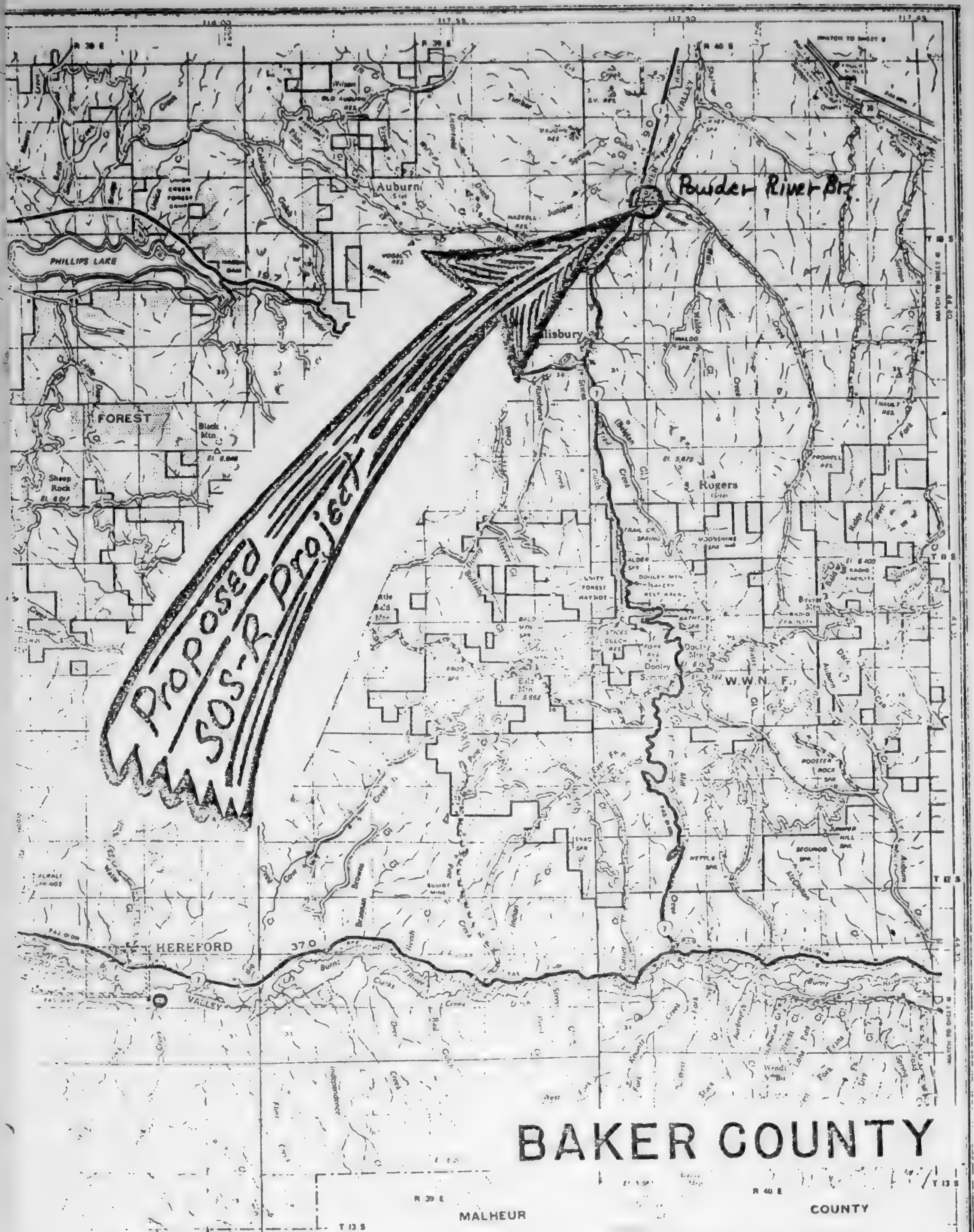
SIGNIFICANT:
____ D & FEIS
____ Section 4(f)

NON-SIGNIFICANT:
____ D & F Neg.Dec.
____ Section 4(f)

_X_ ASSESSMENT ONLY
____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
No permanent right of way involved, construction of this project will greatly improve safety aspect of this stream crossing.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4



Powder River Br.

Proposed SOS-R Project

BAKER COUNTY
PHILLIPS LAKE
Auburn
Salisbury
FOREST
Black Mtn.
Sheep Rock
Rogers
W.W.N.F.
Dooley Mtn.
HEREFORD
Burnt River
VALLEY
MALHEUR
COUNTY
R 39 E
R 40 E
T 13 S
ARRANGEMENT OF SHEETS FOR BAKER COUNTY

9283

L.

October 12, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Road Projects

On the Consent Calendar for the October 24, 1978 meeting will be a request for one SOS-R construction project and PE only for 16 other SOS-R projects.

Wasco County is requesting the construction of the Upper White River Bridge on Crossing Road for an estimate cost of $180,500.

Baker County is requesting a PE project on the Powder River Bridge section on Beaver Creek Road. The estimate cost of the survey is approximately $12,000.

The PE project represented by Benton County is for portions of Soap Creek and Sulphur Roads. The estimated cost is approximately $25,000.

The PE project request for Clackamas County is for the Bonnie Lure Park Bridge on Doughty Road. The estimated cost is approximately $25,000.

Crook County is requesting a PE project on the Old Dry Creek-Ochoco Highway Section on Mill Creek Road. The estimated cost is approximately $10,000.

Grant County is requesting a PE project on N. Fork John Day River Bridge on Ritter Road. The estimated cost is approximately $25,000.

The PE project requested by Klamath County is on Sprague River Bridge on Godows Spring Road and estimated to cost approximately $15,000.

Linn County is requesting a PE project on the Thomas Creek Bridge on Jordan Road. The estimated cost is approximately $25,000.

The PE project requested by Malheur County is for the Jordan Creek Bridge on Danner Road. The estimated cost is approximately $15,000.

Umatilla County is requesting a PE project on two bridges (Sumac and Platt) over McKay Creek on McKay Creek Road. The estimated cost is approximately $25,000.

Washington County is requesting a PE project for two bridges over Rock Creek (MP 0.78 and MP 0.96) on NW 185th. The estimated cost is approximately $25,000.

The request for a PE project by the Willamette National Forest is for replacing guardrail at different locations along Rigdon Road and on South Fork Road. The estimated cost is approximately $25,000.

The request for a PE project by Lincoln County Road District Coronado Shores is for resurfacing their existing roads. The estimated cost is approximately $7,500.

Clackamas County is requesting the PE on two special safety projects-one at the intersection of Skogen Road and 362 Drive and the other between MP 0.5 on MP 1.0 on 232 Drive. The estimated cost is approximately $9,500.

The PE requested by Umatilla County is to improve the intersection of Powerline Road and Hwy 730. The estimated cost is approximately $4,000.

Special Road District #4 in Deschutes County is requesting the PE for the replacement of the bridge over the Little Deschutes River on Bridge Drive. The estimated cost is approximately $5,000.

The Federal funds required for these projects is estimated to be $372,810 and the matching funds by the local governmental entities is $60,690.

These projects have been investigated and are eligible for funding under the Safer Off-Systems Roads Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

HR:lml

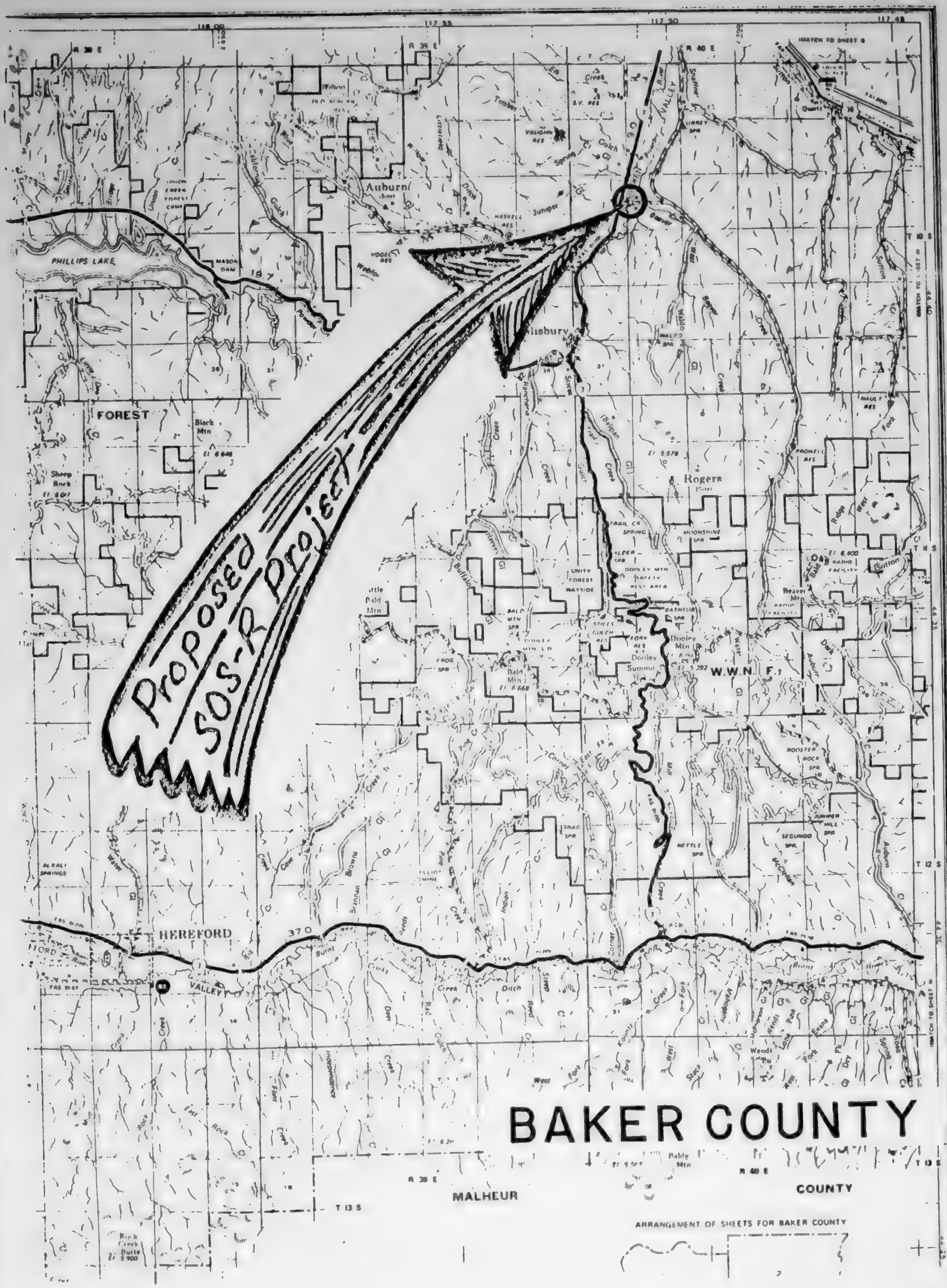
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
George Bell
D. N. Harwell
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
A. Shirley, Jr.
Dale Allen
W. E. Schwartz

Baker County
Proposed SOS Project

Powder River (Beaver Creek Rd.) Bridge Section
Structure, approaches and R/W
0.1 mile
PE Only
$12,000

For the construction of a reinforced concrete bridge approximately 60' long, with a 28' roadway. Approaches are to be constructed as part of new structure. Existing bridge is to be removed by contractor and salvaged by county. Any additional R/W is to be acquired by county.

Engineering by State.


Proposed
SOS-R Project
BAKER COUNTY
PHILLIPS LAKE
Auburn
FOREST
Black Mtn
Sheep Rock
Rogers
Dooley Mtn
Dooley Summit
W.W.N.F.
Bald Mtn
HEREFORD
VALLEY
370
MALHEUR
COUNTY
R 39 E
R 40 E
T 13 S
ARRANGEMENT OF SHEETS FOR BAKER COUNTY

9223

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
October 10, 1978

FROM: R. C. Lang
Region 5 Federal Aid Engineer

R C Lang

TO: Gerald W. Wimer, Manager
Local Government Section

SALEM

SUBJECT: Early P.E.
SOS-R Program
Group III
Region 5

Your letter of October 6, 1978 indicated the availability of SOS funds for pending 1979 projects, and the following projects were identified to me by Hal Reynoldson as being eligible for early P.E. in Region 5:

Baker County	Powder River (Beaver Creek Road) Bridge Section
Grant County	N. Fk. John Day River (Ritter Road) Bridge Section
Malheur County	Jordan Creek (Danner) Bridge Section
Umatilla County	Sumac Bridge-Platt Bridge Section
	Columbia River Hwy.-Power Line Road Connection ($50,000 maximum limit, safety project)

I have contacted each County and have obtained approval of early preliminary engineering on their particular project.

Please proceed with submission of project data to the Transportation Commission for their consideration.

PROJECT MANAGEMENT
PME ☐
LGE ☐
CCE ☐
FAE ☐
OCT 11 1978
Hal Reynoldson
File PM FA OP

RCL:sh

cc Judge Fuller
Judge Cole
Judge Hirai
Carlos Van Elsberg

9283

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: October 6, 1978

FROM: Gerald W. Wimer
Local Government Manager

SUBJECT: Early PE
SOS Program

Don Harwell and I met with the AOC-TAC Thursday, October 5, 1978. I pointed out another $500,000 or slightly more could be committed now to additional Group III projects.

Two options exist:

1) Select the next rank order projects or

2) Set aside enough funds to perform PE on the likely 1979 Group Three projects and then the next rank order projects as far as funds go.

Don Harwell objected to number 2 until D. E. Swan indicated the FHWA wouldn't expect a pay back if Congress cancelled the program. With my recommendation the TAC concurred with number 2 based on Swan's input. Al Driver promised to advise Lee Elder, Chairman of the AOC Parks and Transportation Committee, and make certain he agrees. Harwell indicates Noel Klein previously told him anything AOC wanted to do LOC wouldn't object to. Vern Cusack also believes FHWA wouldn't expect repayment for the PE if Congress cancelled the program plus he pictures the pending Federal Legislation having some form of Off-System recognition. He also confirmed FHWA agrees we can program PE one year and construction another.

GWW:dmc
cc: Federal Aid Engineers
Hal Reynoldson
Bill Penhollow
Noel Klein
Vern Cusack

81-125-1387

9283.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
February 3, 1978

FROM: R. C. Lang
Region 5 Federal Aid Engineer

RC Lang

TO: Gerald Wimer, Manager
Local Government Section

SALEM

SUBJECT: Proposed
SOS-R Project
Powder River (Beaver Cr. Rd.) Bridge
Baker County

Enclosed is a project application received from Baker County concerning the above project.

The project costs have been reviewed and appear to be reasonable. An Authority for Survey showing the State's anticipated costs is also enclosed.

The project assessment has not been completed at this time. It will be forwarded to the Environmental Unit when complete.

Please log in the application under the terms of the SOS-R Agreement and hold for priority ranking. If and when the project is fundable for FY 79, I will distribute copies of the application to the proper supervisors.

RCL:sh
Enclosure

cc Judge Fuller
Gary Bowling
Gary Potter

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
FEB 8 1978
TAA Zahner
File: PM FA
LG OP

Form 81-734-3030 9283 PRCC001 15

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Powder River (Beaver Cr. Rd.) Bridge
Date February 3, 1978
Highway County Road
Authorization No.
County Baker County
Survey Prefix 201-1956 (Assigned by Salem office)

Description of termini, route, length, etc.:

At crossing of Powder River on Beaver Creek Road, County Road 666. About 0.1 mile in length.

S0S-0100(2)
12-15-78

Purpose of survey:

Prepare plans, specifications and estimate of cost. County requests bridge design at no cost under provision of O.R.S. 369.210.

W

Estimate of cost:

Field	901	6,000
Final Design	905	1,000
Liaison	913	250
Utility	914	250
Hydraulics	918	750
Specifications	921	1,000
Environmental	923	250
Found. Expl.	926	2,500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $12,000
Previous authorization
Additional authorization requested
Additional authorization approved (Salem)
Total all authorizations approved (Salem)

Requests made by: Roger C. Lang
Region 5 Federal Aid Engineer XXXXXXXX

Recommended for Approval:
Regional Engineer

Recommended for Approval: Frank E. Perkin
Location Engineer

Approved:
Tech. Serv. Mgr. ~~Assistant State Highway Engineer~~

SP*19760-734

9283

FEDERAL AID PROJECT REQUEST

Date Feb. 2, 1978

Applicant Agency Baker County

Request for: Off-System X , FAS-C ____, FAUS ____ Project

Federal Aid Route No. N/A Route Name Beaver Cr. Road N'

Project Name Powder River (Beaver Cr. Rd.) Bridge

Project Length $0\frac{1}{-}$ Mile ± Project Location (Attach sketch map)

Project Description Construct prestressed reinforced concrete bridge.

Average Daily Traffic 50-100 Est. Design Speed 40

Complete Applicable Sections:

☐ RE ☐ RCE ☐ RME ☐ ROE ☐
☐ RFA FEB 3 1978
RECEIVED
REGION 5 OFFICE 11 AM

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 32 Travel Lanes 2 Shoulders 2

Medians None Parking N/A

Sidewalks None

Remarks Gravel surface, low volume road.

2. Desired Roadway Cross Section: (Attach sketch)

Width 32 Travel Lanes 2 Shoulders 2

Medians None Parking N/A

Curbed None Length Curb Radii N/A

Sidewalk/Bikeway None

Remarks Low usage by pedestrians and bicycles does not warrant construction.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60 Maximum 60

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks Possibly project can be stage constructed with out temporary easement for detour. ANY RIGHT-OF-WAY REQUIRED FOR AN EASEMENT will be donated by the LANDOWNERS.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None
Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant if necessary

4. Permanent Striping:

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Powder River (Beaver Cr. Rd.)
Type Steel truss
Approach Roadway Width 32 Shoulder Width N/A
Length 60' Width 16'
To remain in place? No. Bridge to be salvaged for County. Will be removed from site by County upon removal by contractor.

2. Proposed Structure:

Location Powder River (Beaver Cr. Rd.)
Approximate Size: Length 60' Width 28'

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? Telephone Co. may wish to attach conduit, will be determened during survey.

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Clear span structure requested. No history of ice build up problems in this area.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad ______

   Existing Crossing Protection ______

2. Will existing railroad crossing be altered? ______

   Remarks ______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Gary Bowling--County Roadmaster Office
2. Environmental	" " " Office
3. Public Hearing	" " " Office

Remarks ______

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No X

If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	6,000
Traffic control	
Illumination	
Structures	92,000
Railroad	
Other	
Preliminary engineering	12,000
PROJECT TOTAL	$ 115,600 +20%

Roger Suggested

138,000 ±

12

150,000

Total

Remarks County request bridge design at no cost under provisions of O.R.S. 369.210

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Baker COUNTY

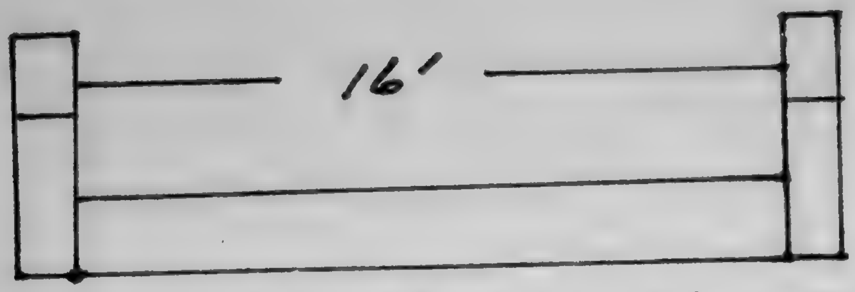
By________ By Dennis L Fuller Co Judge

By________ By

By Fred W Ringer

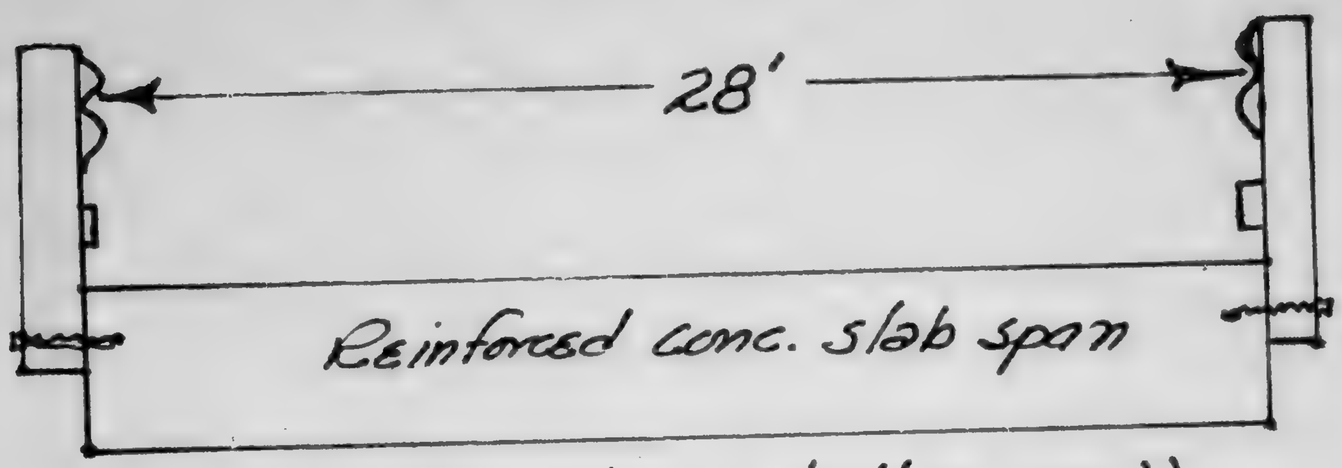
(1976)

Existing Structure

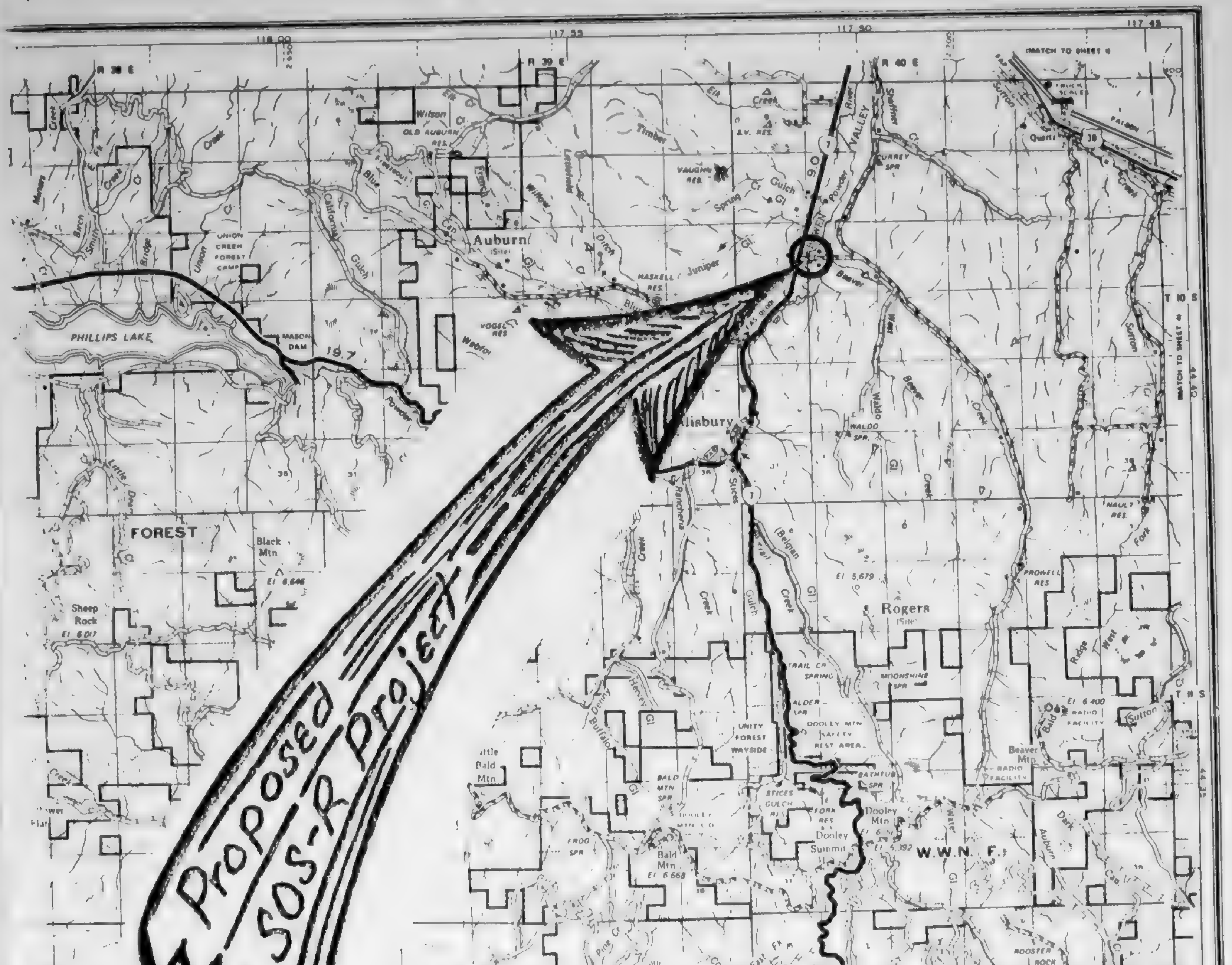


Length 60' Steel Truss, plank deck

Proposed Typical


28'
Reinforced conc. slab span

(Functional bolt on rail)


Proposed SOS-R Project
BAKER COUNTY
PHILLIPS LAKE
Auburn
Salisbury
Rogers
Hereford
FOREST
W.W.N.F.
Dooley Summit
Black Mtn
Sheep Rock
Bald Mtn
Beaver Mtn
Quartz
Mason Dam
Unity Forest Wayside
Burnt River
MALHEUR
COUNTY
ARRANGEMENT OF SHEETS FOR BAKER COUNTY

1981 S. Bank Chetco River Rd. 9285
U'Xing Sec. of FAS A301 @ OR Coast
Hwy. intersec. (Gr., pav. & sign.)

C+A 6695 10-19-78
6934 3-9-79, 11-5-80

9285

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE 8-19-83

COUNTY: Curry AGREEMENT NO: 6695 and 6934 PROJECT NO: RS-A301(3)

CONTRACT NO: 9285 SECTION: S. Bank Chetco R. Br. "U" X'ing

P.E.	(Federal Part.)	$ 49,165.55
P.E.	(Non Part.)	436.78
	Total	$ 49,602.33

Federal Funds Collected for P.E. $ 42,169.29

Construction:

Payment to Contractor (Fed. Part.)	$ 282,516.42
SFO #1 Pavement Striping	2,016.08
SFO #2 Chip Seal	2,739.10
Engineering	42,155.83
Audit	256.47
	$ 329,683.90

Interest on Final Payment (Non Part.)	$ 232.45
Engineering	73.47
	$ 305.92

County Share of Cost -

1/2(49,165.55-$42,169.29+329,683.90-$290,715.26+73.47)+436.78+232.45
= $23,688.42

Ref. CC-83-18

HR:bkb

9285

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE 8-17-83	PURCHASE ORDER NUMBER	☐ PARTIAL ☒ FINAL	PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER

CODE

BILL TO:

Curry County
Board of Commissioners
Courthouse

Gold Beach, Or 97444

CREDIT DISTRIBUTION

3 21.00 2,693.42

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on RS-A301(1) & RSA301(3), South Bank Chetco River Road U'Ying, Agreement # 6695 and 6934	
Total Project Cost	379,592.15
Less: Federal Share	<332,884.55>
Less: State Share of Project Cost	<23,019.18>
Less: Advance deposit	<25,595.00>
	Refund # 1,906.58

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Harold ~~Rezgen~~ Reynoldson PH: 378-6011 FOR CORRECTNESS OF CHARGES
OR Diane Galida PH: 378-5035 PREPARER OF INVOICE

Advance Deposit Amount	$ 23,600.00
Advance Deposit Previously Transferred to Highway Fund	$ 19,000.00
Balance	$ 4600.00
Transfer to Highway Fund	$ 2,693.42
Refund Due	$ 1,906.58

AMOUNT DUE $

SUBMITTED BY
Diane Galida

APPROVED BY

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE	PURCHASE ORDER NUMBER		PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER
8-17-83		☐ PARTIAL ☐ FINAL		

CODE

BILL TO:

Curry County
Board of Commissioners
Courthouse
Gold Beach, Or 97444

CREDIT DISTRIBUTION

321.00	500.00

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)

TOTAL

Final Settlement on RS-A301 (1), South Bank Chetco River Hwy 101 U'Xing

#2138 Curryco

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

Harold Reynoldson PH: 378-6011 FOR CORRECTNESS OF CHARGES

OR PH: PREPARER OF INVOICE

Advance Deposit Amount	$ 1995.00
Advance Deposit Previously Transferred to Highway Fund	$ 1495.00
Balance	$ 500.00
Transfer to Highway Fund	$ 500.00
Refund Due	$ -0-

AMOUNT DUE $

SUBMITTED BY

Diane Galeda

APPROVED BY

V.E. Skoog

734-1191 (9-81)

9285 REVISED FROM 8-[illegible]83 COPY

Curry

8-19-83

Curry	6695 and 6934	RS-A301(3)
9285	S. Bank Chetco R. Br. "U" X'ing	

P.E.	(Federal Part.)	$ 49,165.55
P.E.	(Non Part.)	436.78
	Total	$ 49,602.33

Federal Funds Collected for P.E. $ 42,169.29

Construction:

Payment to Contractor (Fed. Part.)	$ 282,516.42
SFO #1 Pavement Striping	2,016.08
SFO #2 Chip Seal	2,739.10
Engineering	42,155.83
Audit	256.47
	$ 329,683.90

Interest on Final Payment (Non Part.)	$ 232.45
Engineering	73.47
	$ 305.92

County Share of Cost -

1/2(49,165.55-$42,169.29+329,683.90-$290,715.26+73.47)+436.78+232.45
= $23,688.42

Ref. CC-83-18

HR:bkb

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW: Local Program Unit per Region 3 OFFICE

DATE OF REQUEST: 26 May, 1983

DATE OF ORIGINAL TRANSACTION:

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.): Payroll transfer 08011

VENDOR'S NAME:

SEND ORIGINAL TO ACCOUNTING SECTION

REFERENCE	CHARGE						CREDIT						CREW N
DATE, VOUCHER, DESCRIPTION & ETC.	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT	
70105, 70133, 73805,	4832	950				602 48	508-1063	950				602 48	
73777 and 99800													
(S.BK. Chetco Riv. Rd. Xing:													
[illegible]s- A 301 - Curry Co.)													
					TOTAL					TOTAL			

REASON FOR THIS REQUEST: Telephone call from Jack Ayres 23 May 1983 Charges transferred per H.S. Coulter Letter dated 23 July 1981

PREPARED BY:

APPROVED:

5-26-83

9285

SP 71114

9285 5-2-83 508-1063

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg.-Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. RS-A301(B)

PROGRAM APPROVED

VOUCHER PERIOD From: 4/8/81 To: 2/14/83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$330,592.30	$330,286.38	88.18%	$291,246.53	$291,246.53	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ______ 5/2/83

Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ______

Amount Approved $ ______

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S. Bank Chetco River Rd. U'Xing Section					
	FAS A301, Curry County					
	Construction					
	Type Code 6201					
	Roadway (Sta. 0+3 To Sta. 7+79)					
	Final Contract Payment Summary	Lump Sum			$282,516.42	✓
	SFO#1 Permanent Pavement Striping (State)	All Required			2,016.08	✓
	SFO#2 Furnish and place clip seal (State)	All Required			2,739.10	✓
	Total Participating Construction Cost				$287,271.60	
	Construction Engineering					42,15.83
	State	All Required			42,758.31	
	Misc. Project Cost					
	Audit Expense	All Required			256.47	✓
	Total Participating Project Cost				$330,286.38	
	Nonparticipating Project Cost					
	Interest on Final Payments	All Required			232.45	✓
	Construction Engineering	All Required			73.47	✓
	Total Nonparticipating Project Cost				$ 305.92	
	Total Project Cost				$330,592.30	
	Prepared based on Participating Costs as shown on Federal Billing as of 5/4/83.					
	AMOUNT CARRIED FORWARD					

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	S. Bank Chetco River Road U'Xing Section in Curry County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$49,165.55	
	Total Participating Cost				$49,165.55	
	Nonparticipating Cost					
	State (P.E.)	All Required			422.64	
	Total Project Cost				$49,588.19	
	Prepared based on Participating Costs as shown on Federal Billing as of 8/20/81.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE
Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO.
RS-A301(1)

VOUCHER PERIOD
From: 9/6/78 To: 4/7/81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$49,538.19	$49,165.55	85.77%	$42,169.29	$42,169.29	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		8/6/81

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

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                               506  1977    918    00 P 1           3.40          3.40         3.40
                               506  1977    920    00 P 1          92.76        111.82       111.82
                                            TOT       P1           96.16        115.22       115.22
                                        ** JOB TOTALS **           96.16 **     115.22 **    115.22 **

                                                                                                     STATE
S BANK CHETCO RIV RD     CONT NO      * FA PROJ NOS RS  A301001 100
                               508  1925    296    00 N 9                                 43,664.29CR
                               508  1925    297    00 N 9                                  1,495.00
                               508  1925    298    00 N 9                                 42,169.29
                               508  1925    901    00 P 1                                 24,600.74
                               508  1925    901    00 N 1                                    436.78
                               508  1925    905    00 P 1                                  9,566.15
                               508  1925    906    00 P 1                                  2,011.93
                               508  1925    907    00 P 1                                    394.26
                               508  1925    909    00 P 1                                    123.62
                               508  1925    910    00 P 1                                  6,925.00
                               508  1925    911    00 P 1                                  1,313.80
                               508  1925    913    00 P 1                                    629.54
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                            JUNE 1983      PAGE  951
                                                                      FISCAL       GRAND TOTAL
     DESCRIPTION              PREFIX  FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE    TO DATE
                               508  1925    914    00 P 1                                    366.29
                               508  1925    918    00 P 1                                    834.23
                               508  1925    920    00 P 1                                    164.29
                               508  1925    921    00 P 1                                  1,870.58
                               508  1925    922    00 P 1                                     46.62
                               508  1925    923    00 P 1                                    148.83
                               508  1925    926    00 P 1                                     63.63
                               508  1925    950    00 P 1                                    106.04
                                            TOT       P1                                  49,165.55
                                            TOT       N1                                     436.78
                                        ** JOB TOTALS **             **             **    49,602.33 **
                                                                                                     STATE
CURRY CO PMS PROJ NO 1   CONT NO      * FA PROJ NOS PMS 000S104 100
                               508  1929    296    00 N 9                      65.67       1,933.42CR
                               508  1929    298    00 N 9                      65.67CR     1,933.42
                               508  1929    901    00 P 1                      22.24CR        64.61
                               508  1929    905    00 P 1                                    745.06
                               508  1929    920    00 P 1                                    242.14
                               508  1929    921    00 P 1                      43.43CR       869.98
                               508  1929    922    00 P 1                                     11.63
                                            TOT       P1                       65.67CR     1,933.42
                                        ** JOB TOTALS **             **        65.67CR**   1,933.42 **
                                                                                                     STATE
DESCHUTES R(GEN PATCH)BR CONT NO        FA PROJ NOS RS  B345002 100
                               509  1910    296    00 N 9     813.83CR     13,191.42CR    43,636.39CR
```

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OCHOCO HWY-OCHOCO RANGER STA+ CONT NO 8942 * FA PROJ NOS RS  8378002 100                                       STATE
                                   507   1046    201    00 P 1                                    595,286.56    79    80
                                   507   1046    206    00 N 1                                         26.86    80    80
                                   507   1046    212    02 P 1                                     14,661.45    80    80
                                   507   1046    270    01 P 1                                      2,020.41    79    80
                                   507   1046    296    00 N 9                                  617,518.88CR    79    82
                                   507   1046    297    00 N 9                                     40,369.08    80    82
                                   507   1046    298    00 N 9                                    577,149.80    79    81
                                   507   1046    900    00 P 1                                     42,355.45    79    80
                                   507   1046    900    00 N 1                                         18.00    79    80
                                   507   1046    920    00 P 1                                         64.80    79    79
                                   507   1046    945    00 P 1                                         11.70    81    81
                                   507   1046    948    00 N 1                                         20.23    81    81
                                   507   1046    985    00 P 1                                        112.90    79    80
                                                 TOT    P1                                        654,513.27
                                                 TOT    N1                                             64.08
                                              ** JOB TOTALS **              **               **   654,577.35  **

S BANK CHETCO R RD U'XING     CONT NO 9285 * FA PROJ NOS RS  A301003 100                                       STATE
                                   508   1063    201    00 P 1                                    282,516.42    81
                                   508   1063    206    00 N 1                                        232.45    82    82
                                   508   1063    240    02 P 1                        73.48CR       2,739.10    82    83
                                   508   1063    270    01 P 1                                      2,016.08    81    82
                                   508   1063    296    00 N 9      531.27            348.23      309,715.26CR  81    83
                                   508   1063    297    00 N 9                                     19,000.00    81    81
                                   508   1063    298    00 N 9      531.27CR          348.23CR    290,715.26    81    83
                                   508   1063    900    00 P 1                         46.00CR     39,756.50    81    83
                                   508   1063    900    00 N 1                                         73.47    81    81
                                   508   1063    915    02 P 1                         73.48          256.47    82    83
                                   508   1063    920    00 P 1                                         85.63    81    81
```

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                      JUNE 1983         PAGE  387
                                                                                FISCAL         GRAND TOTAL    ACTIVE YPS
       DESCRIPTION              PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE      TO DATE       BEG   END
                                   508   1063    940    00 P 1                                        708.79    81    82
                                   508   1063    941    00 P 1                                          5.69    81    82
                                   508   1063    944    00 P 1                                        814.90    81    82
                                   508   1063    945    00 P 1                         15.67          413.26    81    83
                                   508   1063    946    00 P 1                                        158.49    81    81
                                   508   1063    948    00 P 1                                        212.57    81    82
                                   508   1063    950    00 P 1      602.48CR          602.48CR                  82    83
                                                 TOT    P1          602.48CR          632.81CR    329,683.90
                                                 TOT    N1                                            305.92
                                              ** JOB TOTALS **      602.48CR**        632.81CR**  329,989.82  **

CURRY CO PV'T MARK PROJ 2     CONT NO 9416 * FA PROJ NOS FHS 000S104 100                                       STATE
                                   508   1065    201    00 P 1                       7,362.00      75,489.64    82    82
                                   508   1065    204    00 P 1
```

9285

FAS - A.301

ROAD DESIGN SECTION 378-6558

DES 16

A. E. Shirley, Jr.
Region III Engineer, ROSEBURG

September 10, 1982

W. H. Wakerlig
Right of Way Descriptions Supervisor

South Bank ~~Chetco River~~
Road U'Xing Section
FAS A-301
Curry County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 10 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring up /
Action

We are forwarding herewith a reproducible map (9B-6-23) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Design Draftsman

ALD:rlr
Attachment

9285

6-30-82

```
                         DETAIL TRANSACTIONS - EXPENDITURES & LEDGERS          PAGE 422
                                      FOR 06/82
ACT084                                MICROFICHE
                                          FUNCTION SUB F  OBJECT P/N FUND    TOTALS       CREW HRS
MO ACR YR  VOUCHER NO    PREFIX

                                                                              20.23  *

05                       508 1063     240      2       1    P1   G      323,543.51
06  2 82   73805         508 1063     270      1       1    P1   G           3.17CR  00500 000
06  2 82   73805         508 1063     296                   N9   G          45.86CR  13046 000
06  2 82   73267         508 1063     296                   N9   G         241.53CR  Y060 282
06  2 82   73315         508 1063     298                   N9   G         148.30CR  Y062 282
06  2 82   73267         508 1063     298                   N9   G         241.53    Y060 282
06  2 82   73315         508 1063     900              1    P1   G         148.30    Y062 282
06  2 82   73805         508 1063     900              1    P1   G       1,035.99CR  08011 000
06  2 82   73805         508 1063     900              1    P1   G          90.14CR  02301 000
06  2 82   73805         508 1063     900             11    P1   G          19.81CR  08005 000
06  2 82   73805         508 1063     900             11    P1   G         126.25CR  08011 000
06  2 82   73805         508 1063     900             34    P1   G           6.53CR  08005 000
06  2 82   73805         508 1063     900            152    P1   G           0.48CR  08011 000
06  1 82   73241         508 1063     900            152    P1   G          46.00    08011 000
06  2 82   73777         508 1063     900            152    P1   G           8.86    08005 000
06  2 82   73777         508 1063     900            152    P1   G          12.59    08035 000
06  2 82   73777         508 1063     900            152    P1   G           4.28    02301 000
06  2 82   73777         508 1063     915      2       1    P1   G       1,466.32    08011 000
06  2 82   73805         508 1063     915      2     152    P1   G           6.63CR  00500 000
06  1 82   73421         508 1063     915      2     152    P1   G          13.60    88801 000
06  2 82   73777         508 1063     941            152    P1   G           6.63    88801 000
06  2 82   73777         508 1063     944              1    P1   G           1.87    01100 000
06  2 82   73805         508 1063     944              1    P1   G          15.85CR  00714 000
06  2 82   73805         508 1063     945              1    P1   G          14.41CR  00701 000
06  2 82   73805         508 1063     945              1    P1   G          10.52CR  00800 000
06  2 82   73805         508 1063     948              1    P1   G           6.04CR  08014 000
06  2 82   73805         508 1063     948              1    P1   G           3.86CR  00701 000
06  2 82   73805         508 1063     948              1    P1   G           2.59CR  00600 000
06  2 82   73805         508 1063     948              1    P1   G           2.09CR  00705 000
06  2 82   73805         508 1063     950              1    P1   G           0.62CR  00500 000
06  2 82   73805         508 1063     950              1    P1   G          21.26CR  08011 000
06  2 82   73777         508 1063                    152    P1   G          49.86    08011 000

                                                                        323,781.42  *

05                       508 1065                                        75,734.78
06  2 82   73267         508 1065     296                   N9   G       15,537.32CR  Y060 282
06  1 82   73271         508 1065     296                   N9   G          799.01CR   060 382

                                                       JUNE 30 1982
```

RECORD OF JOB DISBURSMENT FOR 01/82

MONTH YEAR	VOUCHER NO	PREFIX	FUNCTION	BRIDGE	OBJECT	P/N	FUND	TOTALS	
01 2 82	70669	507 1046	296			N9	G	1,510.13CR	Y013 182
01 2 82	70669	507 1046	296			N9	G	132.25CR	Y013 182
01 2 82	70669	507 1046	297			N9	G	132.25	Y013 182
01 2 82	70669	507 1046	297			N9	G	1,510.13	Y013 182
01 2 82	70669	507 1046	297			N9	G	4,126.70	Y013 182
								20.23 *	
12		508 1063						285,677.13	
01 2 82	25155	508 1063	201		41	P1	G	20,051.41	08011
01 2 82	25155	508 1063	204		41	P1	G	6,501.04	08011 000
01 2 82	70011	508 1063	270	1	206	P1	G	185.70	13046 000
01 2 82	70174	508 1063	296			N9	G	199.86CR	2010 582
01 2 82	70130	508 1063	296			N9	G	1,393.70CR	Y011 982
01 2 82	99566	508 1063	296			N9	G	23,957.19CR	Y012 782
01 2 82	70174	508 1063	298			N9	G	199.86	2010 582
01 2 82	70130	508 1063	298			N9	G	1,393.70	Y011 982
01 2 82	99566	508 1063	298			N9	G	23,957.19	Y012 782
01 2 82	70105	508 1063	900		1	P1	G	121.28	08011 006
01 2 82	70105	508 1063	900		1	P1	G	125.90	08011 008
01 2 82	24261	508 1063	900		10	P1	G	52.60	08011 000
01 2 82	25951	508 1063	900		10	P1	G	2.39	08011 000
01 1 82	70084	508 1063	900		152	P1	G	3.20	02301 000
01 1 82	70133	508 1063	920		152	P1	G	25.60	08011 000
01 2 82	70415	508 1063	900		1	P1	G	284.03	08011 016
01 1 82	70140	508 1063	940		156	P1	G	25.75	01100 000
01 2 82	70100	508 1063	945		1	P1	G	25.89	00800 002
01 2 82	70105	508 1063	950		1	P1	G	342.99	08011 024
01 1 82	70133	508 1063	950		152	P1	G	59.40	08011 000
								313,484.31 *	
01 2 82	99566	508 1065	296			N9	G	33.09CR	Y012 782
01 2 82	99566	508 1065	298			N9	G	33.09	Y012 782
01 2 82	70415	508 1065	900		1	P1	G	91.20	08011 004
01 2 82	70415	508 1065	900		1	P1	G	245.51	08011 016
01 2 82	70415	508 1065	900		1	P1	G	248.50	08011 014
01 2 82	70415	508 1065	900		1	P1	G	515.93	08011 032
01 2 82	70415	508 1065	900		1	P1	G	610.89	08011 064
01 2 82	70415	508 1065	900		1	P1	G	644.92	08011 040
01 2 82	70415	508 1065	900		1	P1	G	687.25	08011 072
01 2 82	70415	508 1065	900		1	P1	G	934.59	08011 064
01 2 82	70091	508 1065	920		1	P1	G	15.73	00600 001
01 2 82	70091	508 1065	920		1	P1	G	17.36	00600 001
01 2 82	70402	508 1065	920		1	P1	G	136.04	00600 006
01 2 82	70404	508 1065	945		1	P1	G	14.61	00800 001
								4,162.53 *	
12		511 1081						307.63	

JANUARY 31 1982

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                                                                            20.23
11                           507 1046                                       20.23 *

                                                                       280,340.92
                             508 1063                                     273.91CR
11                           508 1063     205    2    49   P1   G       2,739.10
12 2 81       20414          508 1063     240    2    49   P1   G      37,308.06CR  Z120  281
12 2 81       20414          508 1063     296              N9   G         226.62CR  Z120  881
12 2 81       99431          508 1063     296              N9   G       4,233.15CR  Z122  881
12 2 81       99434          508 1063     296              N9   G      37,308.06    Z120  281
12 2 81       99602          508 1063     298              N9   G         226.62    Z120  881
12 2 81       99431          508 1063     298              N9   G       4,233.15    Z122  881
12 2 81       99434          508 1063     298              N9   G          12.80    02301 000
12 2 81       99602          508 1063     900        152   P1   G         141.50    08011 000
12 2 81       99467          508 1063     900        152   P1   G          44.00          000
12 2 81       99526          508 1063     900          4   P1   G           1.69          000
12 2 81       22273          508 1063     900        161   P1   G           6.77    02300 000
12 2 81       22984          508 1063     900         35   P1   G          28.58    02301 002
12 2 81       23086          508 1063     900          1   P1   G          73.99    02301 006
12 2 81       99786          508 1063     900          1   P1   G          40.43    08011 002
12 2 81       99786          508 1063     900          1   P1   G          42.88    08011 003
12 2 81       99800          508 1063     900          1   P1   G       1,028.98    C8011 072
12 2 81       99800          508 1063     900          1   P1   G          88.56    08011 004
12 2 81       99800          508 1063     900          1   P1   G         250.44    08011 016
12 2 81       99542          508 1063     900          1   P1   G         876.54    08011 056
12 2 81       99542          508 1063     900          1   P1   G          12.00    01100 000
12 2 81       99542          508 1063     940        156   P1   G          14.60    01100 000
12 2 81       99610          508 1063     940        156   P1   G          28.35    00800 002
12 2 81       99610          508 1063     945          1   P1   G           7.42    00500 001
12 2 81       99559          508 1063     948          1   P1   G         171.49    08011 012
12 2 81       99532          508 1063     950          1   P1   G
12 2 81       99800
                                                                       285,677.13 *

                                                                        5,179.28    00500
12 2 81       99435          510 1079     205    1    70   N1   G       5,179.28CR  00500
12 2 81       99435          510 1079     270    1    70   N1   G
                                                                                  *
```

DECEMBER 31 1981

RECORD OF JOB DISBURSMENT FOR 12/81

```
MONTH YEAR  VOUCHER NO    PREFIX    FUNCTION BRIDGE OBJECT P/N FUND    TOTALS

                                                                       307.63
11                        511 1081
                                                                       307.63 *

                                                                       17.50
```

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
502-1001	1	RS -A516-002 APPR-075	160,167.00	180,446.65	180,274.86	88.15	158,912.29	158,912.29		
502-1002	1	PMS -000S-101 APPR-140	60,000.00	61,518.29	61,384.69	100.00	61,384.69	60,000.00	1,384.69 3	
503-1024	1	RRS -A595-001 APPR-138	58,378.00	67.09	67.09	90.00	60.38	60.38		
503-1043	1	RS -A619-002 APPR-075	347,961.00	435.22	435.22	88.15	383.65	377.11		6.54
	8	RS -A619-002 APPR-075	1,000.00			88.15				
	9			360.62						
503-1043		PREFIX TOTALS	348,961.00	795.84	435.22		383.65	377.11		6.54
503-1051	1	RRP -9473-001 APPR-139	125,828.00	767.94	767.94	90.00	691.15	691.15		
503-1096	1#	HHSO-000S-031 APPR-145	1,171.63	1,326.95	1,301.81	90.00	1,171 63	1,171.63		
504-1037	1	RS -A736-001 APPR-075	30,035.00	30,197.55	30,118.57	88.18	26,558.56	26,558.56		
504-1038	1	RS -A737-002 APPR-075	269,199.00	307,347.75	307,210.68	88.18	270,898.38	269,199.00	1,699.38 B	
505-1004	1	BHS -A752-002 APPR-118	144,029.00	169,174.08	169,159.91	80.00	135,327.93	135,275.15		52.78
505-1093	1	RS -A756-001 APPR-075	551,588.00	648,994.31	647,091.46	85.77	555,010.35	551,588.00	3,422.35 B	
505-1098	1	BRS -A743-001 APPR-118	129,768.00	167,088.48	161,574.42	80.00	129,259.54	129,259.54		
506-1069	1#	RS -A429-001 APPR-075	280,914.95	318,669.50	318,569.91	88.18	280,914.95	280,914.95		
507-1046	1#	RS -B378-002 APPR-075	577,149.80	654,577.35	654,513.27	88.18	577,149.80	577,149.80		
508-1063	1*	RS -A301-003 APPR-075	305,493.00	330,592.30	330,286.38	88.18	291,246.53	291,246.53		
508-1065	1*	PMS -000S-104 APPR-140	86,813.09	87,822.32	86,813.09	100.00	86,813.09	86,813.09		
510-1012	1	BRS -A409-003 APPR-118	532,555.00	599,600.23	599,580.49	80.00	479,664.39	479,088.33		576.06
510-1079	1#	RRS -A386-001 APPR-138				90.00				
511-1081	1#	RS -B452-001 APPR-075	388,331.88	478,562.46	452,601.26	85.80	388,331.88	388,331.88		
512-1055	1#	RS -B536-002 APPR-075	314,929.32	367,398.46	367,178.87	85.77	314,929.32	314,929.32		
513-1065	1	BRS -B475-001 APPR-114	71,765.00	91,887.47	91,754.62	80.00	73,403.70	71,765.00	1,638.70 B	
513-1068	1	RS -B474-001 APPR-075				81.83				
514-1086	1#	RS -B428-001 APPR-075	497,538.27	580,982.37	579,881.43	85.80	497,538.27	497,538.27		
515-1023	1	RRS -A361-001 APPR-138	49,572.00	53,011.05	53,011.05	90.00	47,709.95	47,709.95		

9285

File L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
CONSTRUCTION ENGINEER

4-8-82

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
R. L. Coats No. 9293	Lake-Harney Co. Line Harney County	March 4, 1982
Eugene Sand & Gravel, Inc. No. 9237	Poodle Creek Road Lane County	March 5, 1982
Horton Bros., Inc. No. 9285	S.Bank Chetco River Rd. U'Xing. Curry County	March 9, 1982
Tice Electric Co. No. 9269	Arterial St. Light Conversion Proj. (Portland) Multnomah County	March 16, 1982
Mid-Columbia Paving Co. No. 9316	Sherman Ave.-Eugene St. (Hood River) Hood River County	March 18, 1982
Hertz Electric,Inc. No. 9244	Central Ore. Hwy. & Arnold Mkt. Rd. Deschutes County	March 18, 1982
Baker Redi-Mix, Inc. No. 9323	Auburn Ave.-Broadway St. & Dewey Ave.-Broadway St. Baker County	March 18, 1982
L.W. Hembree Co. No. 9195	Tualatin Valley Hwy. @ SW 247th Ave. (Hillsboro) Washington County	March 19, 1982
R. L. Coats No. 9333	U.S. Hwy. 97 - U.S. Hwy. 26 Jefferson County	March 19, 1982
Slayden & Holm, Inc. No. 9267	Dairy Creek (Susbauer Rd.) Bridge Washington County	March 22, 1982
Babler Bros., Inc. No. 9224	Polallie Cr.-M.P. 84.94 Hood River County	March 30, 1982

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Electric, Inc. No. 9270	Mt. Hood Hwy. @ Welches Rd. Clackamas County	March 31, 1982
L. W. Hembree Co. No. 9194	Mt. Hood Hwy. @ SE Hogan Rd. & Burnside Rd. (Gresham) Multnomah County	March 31, 1982
Mill Plain Electric No. 9330	Sunnyside Rd. @ SE 97th Ave. & Kaiser Hosp. Access Clackamas County	April 1, 1982
Jim Hall Contracting No. 9313	362nd Dr. @ Skogan Road Clackamas County	April 1, 1982
Coral Construction Co. No. 9334	Lane Co. Pavement Marking Project No. 4 Lane County	April 1, 1982
Columbia Pacific Construction Co. No. 9364	Blind Slough (Barendse Rd.) Bridge Clatsop County	April 6, 1982
C.W. McCallen Const. Co. No. 9085	SW Hall Blvd.-SW Oak St. Washington County	April 7, 1982

April 8, 1982

CT Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9285

L

March 18, 1982

Federal Insurance Company
Bonding Department
1400 Plaza 600
Seattle, WA 98101

CON 5
#9285

Gentlemen or Ladies:

On March 11, 1982, we wrote to you concerning release of final payment on Contract No. 9285 awarded to Horton Bros., Inc., for work on the South Bank Chetco River Road Undercrossing Section of FAS A301 in Curry County.

Final payment on this contract is $444.14 and the total contract amount is $282,516.42 including $17,733.65 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Horton Bros., Inc.
211 King Street
Brookings, OR 97415

Rollins Burdick Hunter of Oregon, Inc.
200 Market Building
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
Alfred Shirley

9285

DES 16 FAS 301

ROAD DESIGN SECTION

January 6, 1982

F. D. Morrison
Project Manager

DNStoudenmeyer
D. N. Stoudenmeyer
Design Supervisor

So. Bank Chetco River Rd. U-Xing
FAS A301 (@ Oregon Coast Highway)
Curry County

1 Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 7 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring ___/___/___
Action

This letter acknowledges receipt of your narrative report on the subject project. You express several problems with the plans on which we would like to comment.

You are concerned with the length of delineators. Our standards and specifications call for a height of post above grade rather than any set length. It is up to the Project Manager in the field to require the length of post that will meet that height and be properly secured in any particular situation. Maybe you are right in calling for seven-foot posts which could be cut off where not needed.

You also had problems with the type 1 anchor on the guardrail at the end of the approach radius. If you will refer to plans, you will see that note 1A (the anchor) is shown on the run of rail that is common to the roadway and not at the far end of the radius. This is where the anchor should have been installed.

We appreciate getting these reports as they can be of use in future design work.

DNS:rw

NARRATIVE REPORT

South Bank Chetco River Road U'Xing.
FAS A301 (at Oregon Coast Hwy.)
Curry County
Contract No. 9285

1 Versteeg ✓
Anderson
2 Adams
Olson
[illegible] Copy Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 24 1981
ROAD DESIGN
SECTION

Dnf
Do Not File ☐
Return To
Bring Up / /
Action

TO WHOM IT MAY CONCERN

Work began on June 1, 1981 and was completed November 2, 1981. 146 calendar days were used out of the allotted 150. No liquidated damages are required.

Grading

When the embankment foundation escavation started, we had some problems with the old concrete bridge support pads, as one row was out in the excavation area. These pads were 4' x 4' x 8' concrete and were difficult to get out of the excavated hole. It was a good thing the possibility of encountering these pads were mentioned in the special provisions. We also encountered big boulders near the easterly end of the trench. The trench was shortened and shallowed up. Some small cracks showed up when the material was being excavated, so we filled the trench with stone embankment material as we excavated. No cracking developed after we had the stone embankment in place. We also sloped the typical section a minimum of 3 feet, in order to ger drainage to the french drain area.
The general excavation went real good. The contractor used a dozer and a grid roller on the fills. By pushing the materials from the cut section to the fill areas, we received a well mixed material of sandstone and shist in the fills, which compacted very well with the grid roller.
The stone embankment material came from a quarry, which was shot just for this purpose. The loader operator selected the materials which resulted in cleaner rock being placed in the toe trench.
The french drain was constructed at the same time the emb. fnd. exc. was remeoved During these heavy rains, water is running out of this drain system at a steady rate.

Aggregates

Just after the contract was awarded, the contractor requested that we eliminate the Coarse Aggregate Base and use 3/4"-0 aggregates for the entire depth. Curr County was contacted, and they concurred with the contractors request. A price agreement was written covering this change and the P. A. specified that the agg base be placed in layers of 6-inches or less. The material was placed in layers and compacted, which set up very well. Commercial Class B Asphalt Concrete was used to cover the base aggregates. After 4-inches was placed, and the rains started, we were getting a lot of water through the Asphalt. We discussed this with Curry County and decided to seall the job. A S.F.O. was written, since the contractor did not have chips, Chip spreader or emulsified asphalt. The county did have this equipment so they did the work and billed us. After the seal was placed, water is running across the mat and down the curb line as intended.

Drainage

Several changes were made to the drainage from the plans. First, the 12-inch drain pipe at sta. 5+00 was too steep to install as shown on the plans. As shown, the pipe would have had a 26% grade. We installed the inlet, installed t cross pipe across the road, installed an elbow and ran the pipe down the outside of the fill slope to another inlet and then piped the water across the frontage road. While digging the Emb. Fnd. Exc. trench, we encountered a 12-inch culvert pipe, which we re-connected, thinking it was the drain pipe from th bridge drai This was not the bridge drain, it was a perf. drain pipe, which switched from perf. pipe to solid pipe, just above our Emb. Fnd. Exc. trench. This pipe drain the false work from the original bridge construction project. After completing the paving and having a sink and then a hump appear in the new roadbed, we opened up th sug-grade and through the use of dyed water through all the inlets and bridge drains we found the bridge drain outlet pipe,burried below the finished grade 14 feet.

NARRATIVE REPORT continued
So. Bank Chetco River Rd. U'Xing.
Contract No. 9285

The existing pipes were stacked one above the other in the same trench. The bridge drain pipe did rot go all the way to the river like the perf. I stopped part way down the slope, and was burried. After uncovering the bridge drain pipe, we extended it to the ground below the frontage road. We also installed two 6-inch pefr. cutoff pipes across the subgrade, which will help get any water off the subgrade and into the roadside ditch on the steep grade. One run of 8-inch perforated drain pipe was installed on the right side from sta 2+00 - 4+65, with a tee up the existing slope to a wet sopt. This pipe will cut off water coming down the existing slope before it gets to our subgrade. During the next heavy rains, the 8-inch perf. pipe ran about 2-inches of water in it. After all the drainage work was completed, we placed some added A. C. ditches, as they were raveling very badly.

Guard Rail

When we staked the guard rail in the field, it did not cross over the entire fill area. We therefore extended the rail ahead on line across the fill.

I feel that we need a change in the specifications or standard drawings, in regards to installing Type I Guard Rail Anchors. We installed a Type I anchor at the end of the guard rail run, when the run ended on a 10-foot radius. I feel some guide lines should be offered in situations like this.

Delineators

When the project came out, this was the first project that we used Type 2 & Type 3 delineators. The plans show the delineators above the edge of the pavement and buried as to manufacturers recommended bury depth. The first time we saw the manufacturers recommended bury depth was when the delineators were taken from the cartons on the project. The plans should show a minimum overall length for these delineators. We are having problems with the posts on the high side of the supers The posts (6') will be buried about 18-20 inches. Manufacturers recommended depth is 18-24 inches. On this project, we have 15-inches of base rock, which only allows the delineators to penetrate 3 - 5 inches into the subgrade. Anyone walkin along the shoulders can pull these posts out of the ground with out any effort. I feel we should specify 7-foot posts, which will get the posts deeper into the ground and make them resist vandilisum better.

Signing

No problems were encountered with the singing. We did receive a complaint that none of the new signs show Lower Harbor Road. This complaint was turned over to the Region Traffic Engr.

Seeding & Mulching

No temporary erosion control was needed on the project, as the project was completed in the summer and seeding & mulching was done under a P. A. before all the rains started.

The project was opened to traffic on November 12, 1981 at 11:00 A. M.

A letter of acceptance from Curry County has been received and is included in the semi-final estimate data as well as a copy being sent to Construction.

F. D. Morrison, Project Manager

Statement Of Underruns And Overruns

Project: South Bank Chetco River Rd. U'xing
Highway: Oregon Coast
County: Curry

Contract No. : 9285
Prefix: 508-1063~~-900-~~
F.A. No. : FAS A 301(3)

Summary

Item No.	Item	Unit	Original	Semi-final	± %
	Bid Items	$	262,437.00	242,725.01	-8
	Anticipated Items	$	42,800.00	1,839.50	-96
	Contingencies	$	13,735.67	41,088.24	+199
	Engineering	$	27,471.33	36,036.17	+31
	Total	$	346,444.00	321,688.92	-7

Invidual Overruns And Underruns

B.I. 3	Temporary Signs	Sq. Ft.	245	74	-70

This project was not constructed under traffic and the use of signs was held to a minimum.

B.I. 4	Temporary Barricades	Each	4	0	-100

No Barricades were needed on the project.

B.I. 6	Flagmen	Hour	120	35.5	-70

This project was not constructed under traffic and flagging was held to a minimum.

B.I. 8	Ditch Excavation	Cu. Yd.	135	28	-79

The existing ground surrounding the outlet pipes was composed of solid rock and sloped to the river in such a manner that the outlet ditches were reduced.

B.I. 9	Embankment Foundation Excavation	CU. Yd.	8,500	8,075.7	-5

On the East end of the trench we hit some large boulders or bed rock (it was not completely uncovered) This raised the grade appx. 3 feet and narrowed the trench appx. 4 feet.

B.I. 10	General Excavation	Cu. Yd.	24,000	26,138.6	+9

The overrun is due to the location contours versus Construction field measurement.

B.I. 11	Stone Embankment	Cu. Yd.	6,300	5,195.4	-18

Less Stone Embankment was used because of the boulders encountered on B.I. 9.

B.I. 14	Trench Excavation	Cu. Yd.	75	142.8	+90

At sta. 2+00 the trench was deepened to allow a ditch to be constructed to carry the outflow to the river.

B.I. 17,18	were deleted by PA #1				-100
B.I. 19	Class "B" Asphalt	ton	920	1,072.5	+17

The Mainline was paved appx. ¼" thicker than planned depth. After the first heavy rain the ditches on a 17% grade required paving. The first pavement popout was repaved under the bid item.

B.I. 22	Guard rail Type 2A	Lin. Ft.	425	519	+22

The project was constructed with 1½:1 slopes from sta. 2+00 to 6+50, this is also on the exterior radius of a curve.

9285

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FINAL WEEKLY REPORT

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. Bank Chetco River Road U'xing

WEEK ENDING: December 19, 1981

SECTION PREFIX: 508-1063

HIGHWAY: FAS A301(3)

COUNTY: Curry

NAME OF JOB: S. Bank Chetco River Road U'xing

KIND OF WORK: Grading, Paving & Signing

CONTRACTOR: Horton Bros., Inc.

CONTRACT NUMBER: 9285

FEDERAL AID PROJECT NUMBER: RS-A 301(3)

DATE OF CONTRACT: May 18, 1981

DATE WORK STARTED: June 1, 1981

ESTIMATED COMPLETION DATE: November 2, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 150

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 146

PERCENT OF TIME ELAPSED 97

PROJECT AUTHORIZATION: $346,444.00

EXCLUSIVE OF ENGINEERING: $318,972.67

ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING $285,652.75

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 10 %

ENGINEERING AUTHORIZATION $27,471.31

This Week 2,072.57

ENGINEERING COST TO DATE $36,036.17

PERCENT OF AUTHORIZATION 131 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99.8

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 92.6

DATE PROJECT WAS COMPLETED: November 2, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	~~BASE~~	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.15				
MILES PARTIALLY COMPLETED	0.15				
MILES COMPLETED	0.15				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	39,055	3,410			900
TOTAL QUANTITIES CORRECTED TO DATE	39,539.9	3,299.5			1,088.2
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	39,539.9	3,299.5			1,088.2
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	13	Rain	0		
MONDAY	14	Rain	0		
TUESDAY	15	Rain	0		
WEDNESDAY	16	Cloudy	0		
THURSDAY	17	Fair	0		
FRIDAY	18	Rain	0		
SATURDAY					

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 13	
MONDAY 14	Project is completed, no work all week.
TUESDAY 15	Project is completed, no work all week.
WEDNESDAY 16	Project is completed. The third Notification submitted today.
THURSDAY 17	
FRIDAY 18	
SATURDAY 19	

REMARKS

The Project is complete. The Third Notification was submitted Wednesday, December 16, 1981. The Job Semi-Final Estimate and Records will be submitted today, (Friday) 12-18-81.

This is the Final Weekly Report.

SIGNED F. D. Morrison, Project Manager LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9285

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

CON 5

TO: Warren Richards
Construction Office Manager

DATE: November 4, 1981

R. D. Church by mk

FROM: R. D. Church
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9285, Work Completed October 29, 1981

Project S. Bank Chetco R. Rd. U'Xing.

Highway FAS A301

County Curry

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date ______________________

Construction Office Manager

RDC:mk

cc: J. B. Boyd
Don Harwell
Hank Wakerlig
John Jenkins
Louis Olson
Leo King

9285

STATE COPY

TO BE COMPLETED BY FHWA 6.52	**U.S. DEPARTMENT OF TRANSPORTATION** **FEDERAL HIGHWAY ADMINISTRATION** **FEDERAL-AID PROJECT AGREEMENT** 6-2-81	STATE Oregon COUNTY Curry PROJECT NO. RS-A301(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S. Bank Chetco River Rd. U'ing

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-8-81	0.147

OTHER *(Specify)*

FUNDS Pro Rata 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 346,443	$ 305,493

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator 6-2-81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Federal Aid Project
No. RS-A301 (3)

Oregon State Highway Division
Salem, Oregon, May 19, 1981

S. Bank Chetco River Rd. U'xing Section
FAS A301, Curry County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 0+13 to Sta. 7+79)

Mobilization	All	Required		$ 15,000.00
Temporary Protection and Direction of Traffic	All	Required		2,500.00
Temporary Signs	245	Sq. Ft.	5.00	1,225.00
Temporary Barricades	4	Each	100.00	400.00
Temporary Plastic Safety Markers	16	Each	55.00	880.00
Flagmen	120	Hour	21.50	2,580.00
Clearing and Grubbing	All	Required		5,400.00
Ditch Excavation	135	Cu. Yd.	7.00	945.00
Embankment Foundation Excavation	8,500	Cu. Yd.	3.04	25,840.00
General Excavation	24,000	Cu. Yd.	3.10	74,400.00
Stone Embankment	6,300	Cu. Yd.	5.80	36,540.00
4"-0 Drain Rock	120	Cu. Yd.	9.50	1,140.00
Filter Fabric	2,340	Sq. Yd.	1.00	2,340.00
Trench Excavation	75	Cu. Yd.	7.00	525.00
Finishing Roadbed and Slopes	All	Required		6,200.00
Watering	65	M-Gal.	20.00	1,300.00
Coarse Aggregate Base	3,000	Ton	6.00	18,000.00
3/4"-0 Aggregate Base	410	Ton	6.00	2,460.00
Class "B" Asphalt Concrete	920	Ton	34.60	31,832.00
12-inch Culvert Pipe	345	Lin. Ft.	8.00	2,760.00
Concrete Inlets, Type D	2	Each	1,000.00	2,000.00
Guard Rail, Type 2A	425	Lin. Ft.	15.00	6,375.00
Guard Rail Anchors, Type 1	2	Each	350.00	700.00
Rail End Pieces, Type C	2	Each	90.00	180.00
Drainage Curbs	765	Lin. Ft.	3.00	2,295.00
Loose Riprap, Class 50	90	Cu. Yd.	40.00	3,600.00
Delineators, Type 2	10	Each	23.00	230.00
Delineators, Type 3	18	Each	25.00	450.00
Delineators, Type 4	8	Each	22.00	176.00
Removal of Existing Sign Installations	All	Required		250.00
Wood Sign Posts	All	Required		4,500.00
Type "C" and "D" Signs in Place	86	Sq. Ft.	12.00	1,032.00
Type "EE" Signs in Place	28	Sq. Ft.	13.50	378.00
Type "U" Signs in Place	462	Sq. Ft.	17.00	7,854.00
Move and Reinstall Existing Sign	All	Required		150.00
				$262,437.00

Oregon State Highway Division
Salem, Oregon, May 19, 1981

Federal Aid Project
No. RS-A301 (3)

Anticipated Items		
Slide Correction	All Required	$ 40,000.00
Permanent Pavement Striping	All Required	800.00
Temporary Erosion Control	All Required	1,000.00
Roadside Seeding & Mulching	All Required	1,000.00
		$ 42,800.00

Subtotal	$305,237.00
Engineering	41,206.00
Total	$346,443.00

Length of Roadway 0.147 mile
Cost of Roadway Per Mile $2,356,755.10

Federal Funds 88.18%	$305,493
State Funds	20,475
County Funds	20,475
Total	$346,443

Group 1 100%
Contract No. 9285
Prefix 508-1925
Prefix 508-1063

Form F-20 (Rev 9-71)

9285

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section S. Bank Chetco River Rd. (Underpass)

Highway FAS-C A301

County Curry

Date May 19, 1981

Authorization No. 3

Survey Prefix 508-1925 (Assigned by Salem office)

Description of termini, route, length, etc.:

Intercection of US 101 and Chetco River Rd. 1100 ft. long.

Purpose of survey: Prepare Plans, Specifications, & Estimate.

RS-A301(1)
9-5-78
9-11-80
5/12/81

Estimate of cost:

Resident Eng.	27,000	Audits	500
Final Design	11,000	Recon. & Hydr.	1,000
Bridge Design	2,200	Proj. Mgmt.	100
Prel. Design	500	Specifications	2,000
R/W Descr.	500	Adm. Serv.(eng.)	100
Soils & Geol.	7,500	Environmental	200
Traffic	1,300	Training	200
R/w Liaison	600		

Bal. out

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
MAY 29 1981
LOCATION SECTION

Total estimated cost of survey	$ 54,700
Previous authorization	46,300
Additional authorization requested	8,400
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P. Lewellyn — Field Engineer

Costs & Records Eng.

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

#9285

L.

May 18, 1981

Morton Bros., Inc.
211 King Street
Box H
Brookings, OR 97415

COM 5
#9285

Gentlemen:

The Corporation Commissioner's Office has notified us that your firm is delinquent for 1981. This is in reference to your Contract No. 9285 for work on the South Bank of the Chetco River Road Undercrossing Section of FAS A301 in Curry County which was awarded to you today.

We bring this to your attention as under Oregon Law it is necessary that corporations be properly registered before commencing work on a State Highway contract.

If you have not already done so, please take the necessary steps to register with the Corporation Commissioner.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

cc Corporation Commissioner
Commerce Building
158 12th Street NE
Salem, OR 97310

C. T. Keasey

9285

5-12-81

L.

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION LETTER OF APPROVAL AND/OR AUTHORIZATION	1. FEDERAL-AID PROJECT NO. RS-A301(1) 2. STATE PROJECT NO. See below

3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 80382	2A. COUNTY NAME Curry

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
5/12/81	Secondary A301	County Road

10. GENERAL LOCATION:

South Bank Chetco River Road Undercrossing Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 4/30/81 I approve the revised Preliminary Engineer Costs to a TEC of $54,700 Federal Funds $46,916.

(Increase TEC $8,400 Federal Funds $7,204)

RECEIVED
STATE HWY ENGR.
MAY 15 '81
REFER TO [illegible]
FOR
Info
Inves
R/D
D/R
Sign
[✓ Act]
File

ack 5/18/81

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/12/81	G. K. Hossner	for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9285

May 1, 1981

Curry County Board of Commissioners
Courthouse
Gold Beach, Oregon 97444

ACC

Attn: Honorable Donald K. Buffington
Chairman

Gentlemen:

On April 30, 1981 the Highway Division received a satisfactory bid from Horton Bros. Inc., P.O. Box "H", Brookings, Oregon 97415 for the South Bank Chetco River Road Undercrossing on FAS-A301. This is an FAS-C project #RS-A301(3). Based upon the contractor's bid the County's advance deposit will be:

Contractor's Bid		$262,437.00
Slide Correction		$ 40,000.00
Permanent Pavement Striping		800.00
Temporary Erosion Control		1,000.00
Roadside Seeding & Mulching		1,000.00
4 1/2% Contingencies		13,735.67
9% Engineering		27,471.33
TOTAL CONSTRUCTION COST		$346,444.00
Est. P.E. Cost		47,000.00
Est. R/W Cost		33,000.00
ESTIMATED TOTAL PROJECT COST		$426,444.00
Less Federal Share (88% of Total)		375,270.72
		$ 51,173.28
County Share (1/2 of $51,173.28) =	$25,586.64	
Less P.E. Advance Deposit	-1,995.00	
	$23,591.64	

304,871
41,360
[illegible]

Rec'd
5-18-81

By rounding the County's Advance Deposit will be $23,600.00

We will award the contract when we receive your advance deposit, which should be in this office no later than May 22, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

HR:nf
Attachment

bcc w/AD # 893: Jack Ayres, Region 3 Federal Aid Engineer
Vern Skoog - Please return completed AD # 893 when advance deposit is received.

9285 4-8-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A301(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Curry

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80382

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/8/81
8. FEDERAL ROUTE NUMBER Secondary A301
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
South Bank Chetco River Road U'xing Section

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 4/1/81 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
APR 20 '81
REFER TO Moehring
FOR
Info | Invest | R.D | D/R | Sign | Act | File

orig to:
4-20-81

14. DATE 4/8/81
15. SIGNATURE OF APPROVING OFFICIAL G K Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9285 FASA301

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR ✓3/31/81

Donald L Rau

Paul

apr 30
~~March 26,~~ 1981 Bid Letting ____________ All Clear Deadline

SECTION S. Bank Chetco River Rd. U'xing
Highway FAS A301
County Curry Region 3
Type of Work Grade-Pave Funds FAS-C
State ____ Consultant ____ Plans Avail. ___ Yes ___ No

Noise? ✓

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	statewide

9285

Section S. Bank Chetco River Rd. Uxing
Highway FAS A 301
County [illegible]
Kind of Work [illegible]
Prefix 508-1975
Letting Date

Programming Estimate $ [illegible]
Project Length [illegible]
Completion Time [illegible]
Est. Comp. Date [illegible]
Project No. [illegible] (3)

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 3-13-81

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
Industrial Engineers

Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs

Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Engr.
Traffic Signal Unit
Traffic
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 3]
District Number
Resident Engineer

ATTENTION: Jack Ayres

FROM: Proj. Mngt.

COMMENTS: Please inform the County.

Form 731-0022 (6-80) SP*71262-734

CONSTRUCTION AUTHORIZATION

Contract Amount . . . . $ ~~301,044~~ ~~301,558~~ ~~3[illegible],105~~ 290,139

40,000
800
1,000
1,000

$ 42,800 ~~42,[illegible]~~

Jack said ok [illegible] County

Subtotal 332,939 $ ~~353,844~~

Contingencies (4-1/2%) . . . . 14,982.26 ~~15,922.98~~

Engineering (8, 9, 10%) . . . . 29,964.51 ~~31,845.96~~

Subtotal $

Credit for . . . .

Estimated Net Authorization, Construction . . . . $377,885.77 $ ~~401,612.94~~

	Est. R/w Cost	32,500.00
	Est P.E. Cost	46,300.00
APPROVED	Est Project Cost	456,685.77
	Less Federal Funds (88% of 456,685.77)	401,883.48
		54,802.29
	County share (½ of 54,802.29)	27,401.14
	Less P.E. Advance deposit	1,995.00
	County advance deposit	$25,406.14

Road Design

in BK

Section S. Bank Chetco [illegible]iver Rd. Uxing Progra[illegible]ing Estimate $ 4[illegible],[illegible]

Highway FAS A 301 Project Length [illegible] mile

County Curry Completion Time 150 [illegible]

Kind of Work [illegible] Est. Comp. Date 10-31-[illegible]

Prefix 508-1975 Letting Date ______ Project No. [illegible]-A301 (3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ ~~301,044~~ ~~304,558~~ ~~324,108~~ 290,139

Anticipated Additional Items:	
Royalty Payment.	
Permit Fees	
Slide Correction	40,000
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping.	800
Temporary Pavement Striping.	
Remove Pavement Striping (Exist. & Temp.) . . .	
Temporary Erosion Control	1,000
State Furnished ______	
Roadside Seeding & Mulching	1,000
Asphalt Cement Adjustment	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing (Engineering)	
Bikeway Signs	
Furnish Mailbox Posts	
Adjust Utilities:	

$ 42,800 ~~52,[illegible]~~

Subtotal 332,939 $ ~~353,844~~

Contingencies (4-1/2%) . . . . 14,982.26 ~~15,922.98~~

Engineering (8, 9, 10%) . . . . 29,964.51 ~~31,845.96~~

Subtotal $

Credit for ______

Estimated Net Authorization, Construction . . . . $ 377,885.71 $ ~~401,612.94~~

Est. R/w Cost	32,500.00
Est P.E. Cost	46,300.00
Est Project Cost	456,685.77
Less Federal Funds (88% of 456,685.77)	401,883.48
	54,802.29
County Share (½ of 54,802.29)	27,401.14
Less P.E. Advance deposit	1,995.00
County advance deposit	$ 25,406.14

APPROVED

J. A[illegible]

Road Design

REGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date 2-13-81

Section S. Bank Chetco River Rd. [illegible]

County Curry

Kind Of Work Grade, Paving, Sign

Length [illegible] mi

Name [illegible]

No	Item	Code	Unit	Quant.	Unit Cost	2-23-81 Total 8
1	Mobilization		Lump Sum	All	5 % ~~(7%)~~	14,000 ~~20,000~~
2	Temporary Protection And Direction Of Traffic		Lump Sum	All	—	4000.00
3	Temporary Signs		Sq. Ft.	245	6.00	1470
4	Temporary Barricades		Each	4	125.00	500
5	Temporary Plastic Safety Markers		Each	16	80.00	1,280
6	Flagmen		Hour	120	23.50	2,820
	ROAD WORK					
7	Clearing And Grubbing		Lump Sum	All	—	5,000 ~~4,500.00~~
3	Ditch Excavation		Cu. Yd.	135	8.00	1080
1	Embankment Foundation Excavation		Cu. Yd.	8,500	4.00 ~~5.00~~	34,000 ~~42,500~~
0	General Excavation		Cu. Yd	24000	3.00	72,000
1	Stone Embankment		Cu. Yd.	6,300	8.00 ~~5.50~~	50,400 ~~34,650~~
2	4"-0 Drain Rock		Cu. Yd.	120	7.00	840
3	Filter Fabric		Sq. Yd.	2,340	1.50 ~~3.50~~	3,510 ~~8,190~~
	Trench Excavation		Cu. Yd.	75	8.00	600
	Finishing Roadbed And Slopes		Lump Sum	All	—	2,000.00 ~~4,000.00~~
	Watering		M Gal.	65	10.00 ~~15.00~~	650 ~~975~~
	Coarse Aggregate Base		Ton	3,000	7.00	21,000
	3/4"-0 Aggregate Base		Ton	410	8.00	3280

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 2-13-81
Section S. Bank Chetco River Rd. [illegible]
County Curry
Kind Of Work Grade, Pave, Sign
Length 0.13 mi.
Name [illegible]

No	Item	Code	Unit	Quant.	Unit Cost	Total
9	Class "B" Asphalt Concrete		Ton	920	35.00	32,200
20	12-inch Culvert Pipe		Lin. Ft.	345	16.00	5520
21	Concrete Inlets, Type D		Each	2	450.00	900
22	Guard Rail, Type 2A		Lin. Ft.	425	22.00	9,350
23	Guard Rail Anchors, Type 1		Each	2	300.00 ~~400.00~~	600 ~~800~~
24	Rail End Pieces, Type C		Each	2	100.00	200 ~~320~~
	~~Traffic Separator~~		~~Lin. Ft.~~	~~300~~	out	2-17-81
	~~Paved Culvert End Slopes~~		~~Sq. Ft.~~	~~46~~	~~15.00~~	~~690~~
25	Drainage Curbs		Lin. Ft.	765	3.00 ~~5.00~~	2295 ~~3825~~
26	Loose Riprap, Class 50		Cu. Yd.	90	15.00 ~~35.00~~	1350 ~~3150~~
27	Delineators, Type 2		Each	10	20.00	200
2	Delineators, Type 3		Each	18	20.00	360
1	Delineators, Type 4		Each	8	15.00	120
					SF	~~285,430~~
	SIGNING					
0	Removal Of Existing Sign Installations		Lump Sum	All	—	3,000.00
1	Wood Sign Posts		Lump Sum	All	—	4,450.00
4	Type "C" And "D" Signs In Place		Sq. Ft.	86	12-	1,032
	Type "EE" Signs In Place		Sq. Ft.	28	14-	392
4	Type "U" Signs In Place		Sq. Ft.	467	20-	[illegible]
	Move And Reinstall Existing Sign		Lump Sum	All	—	500.00
					[illegible]	[illegible]

7285

Section S. [illegible] Chico River Rd. [illegible] Programming Estimate $ 406,000
Highway [illegible] A301 Project Length [illegible] mile
County [illegible] Completion Time 150 Cal. days
Kind of Work [illegible] Est. Comp. Date 10-31-81
Prefix 5C8-[illegible] Letting Date Project No. AS-A301 (3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 301,044 ~~304,550~~ ~~370,108~~

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 3-12-81

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
Industrial Engineers

Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs

Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Engr.
Traffic Signal Unit
Traffic
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 3]
District Number
Resident Engineer

ATTENTION: Jack Ayres

FROM: Proj. Mngt.

COMMENTS: Please inform the County

Form 731-0022 (6-80) SP*71282-734

50,000
800
1,000
1,000

$ 52,800

Subtotal $ 353,844 98

15,922 96

Engineering (8, 9, 10%) 31,845 96

Subtotal $

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ 401,612 94

APPROVED	Est. R/w Cost	32,500 00
	Est P.E. Cost	46,300 00
	Est. Project Cost	480,412 94
	Less Federal Funds (88% of 480,412.94)	422,763 38
		57,649. 56
	County share (½ of 57,649.56)	28,824 78
	Less P.E. Advance Deposit	1,995.00
Road Design Engineer	County advance deposit	$ 26,829.78

Rev 3-12

Section S. Bank Chico River Rd. Wing
Highway FAS A 301
County Curry
Kind of Work Grading, Paving, Signing
Prefix 508-1975-1 Letting Date

Programming Estimate $ 406,000
Project Length 0.13 mile
Completion Time 150 Cal. days
Est. Comp. Date 10-31-81
Project No. AS-A301 (3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 301,044 ~~304,558~~ ~~374,108~~
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction	50,000	
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	800	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	1,000	
State Furnished		$ 52,800
Roadside Seeding & Mulching	1,000	
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 353,844 98
Contingencies (4-1/2%)		15,922 98
Engineering (~~8~~, 9, 1~~0~~%)		31,845 96
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 401,612 94
Est. R/w Cost		32, 500 00
Est P.E. Cost		46, 300 00
Est. Project Cost		480, 412 94
Less Federal Funds (88% of 480,412.94)		422, 763 38
		57,649. 56
County share (½ of 57,649.56)		28,824 78
Less P.E. Advance Deposit		1,995.00
County advance deposit		$ 26,829.78

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 2-13-81

Section S. Bank Chetco River Rd. Widening
County Curry
Kind Of Work Grade, Pave, Sign
Length 0.13 mi.
Name Galloway

2-23-81 8

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All	(7%)	20,000
2	Temporary Protection And Direction Of Traffic		Lump Sum	All	—	4,000^{00}
3	Temporary Signs		Sq. Ft.	245	6^{00}	1,470
4	Temporary Barricades		Each	4	125^{00}	500
5	Temporary Plastic Safety Markers		Each	16	80^{00}	1,280
6	Flagmen		Hour	120	23^{50}	2,820
	ROAD WORK					
7	Clearing And Grubbing		Lump Sum	All	—	7,500^{00}
8	Ditch Excavation		Cu. Yd.	135	8^{00}	1,080
9	Embankment Foundation Excavation		Cu. Yd.	8,500	5^{00}	42,500
0	General Excavation		Cu. Yd	24000	3^{00}	72,000
1	Stone Embankment		Cu. Yd.	6,300	5^{50}	34,650
					7^{00}	[illegible]
2	4"-0 Drain Rock		Cu. Yd.	120	7^{00}	840
3	Filter Fabric		Sq Yd.	2,340	3^{50}	8,190
4	Trench Excavation		Cu. Yd.	75	8^{00}	600
5	Finishing Roadbed And Slopes		Lump Sum	All	—	4,000^{00}
6	Watering		M-Gal.	65	15^{00}	975
7	Coarse Aggregate Base		Ton	3,000	7^{00}	21,000
8	3/4"-0 Aggregate Base		Ton	410	8^{00}	3,280

REGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 2-13-81
Section S. Bank Chetco River Rd. Uxing
County Curry
Kind Of Work Grade, Pave, Sign
Length 0.15 Mi.
Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
19	Class "B" Asphalt Concrete		Ton	920	35^{00}	32,200
20	12-inch Culvert Pipe		Lin. Ft.	345	16^{00}	5520
1	Concrete Inlets, Type D		Each	2	450^{00}	900
22	Guard Rail, Type 2A		Lin. Ft.	425	22^{00}	9,350
3	Guard Rail Anchors, Type 1		Each	2	400^{00}	800
4	Rail End Pieces, Type C		Each	2	110^{00}	220
	~~Traffic Separator~~		~~Lin. Ft.~~	~~300~~	~~out~~	~~2-17-81~~
	~~Paved Culvert End Slopes~~		~~Sq. Ft.~~	~~46~~	~~15^{00}~~	~~690~~
5	Drainage Curbs		Lin. Ft.	765	5^{00}	3825
6	Loose Riprap, Class 50		Cu. Yd.	90	25^{00}	2,250
7	Delineators, Type 2		Each	10	20^{00}	200
8	Delineators, Type 3		Each	18	20^{00}	360
9	Delineators, Type 4		Each	8	15^{00}	120
					ST	282,430
	SIGNING					
0	Removal Of Existing Sign Installations		Lump Sum	All	—	$3,000^{00}$
1	Wood Sign Posts		Lump Sum	All	—	$4,450^{00}$
2	Type "C" And "D" Signs In Place		Sq. Ft.	86	12-	1,032
	Type "EE" Signs In Place		Sq. Ft.	28	14-	392
	Type "U" Signs In Place		Sq. Ft.	462	20-	9240
	Move And Reinstall Existing Sign		Lump Sum	All	—	500^{00}

9275

FAS A301

STATE OF OREGON

INTEROFFICE MEMO

TO: Alfred Shirley, Jr.
Region III Engineer

DATE: March ~~3~~ 11, 1981

DES 14
16547

FROM: for Walter J. Hart
Bridge Engineer

SUBJECT: Illumination
S. Bank, Chetco River Road Undercrossing
Curry County
Bridge 16547

Attached are three copies of the preliminary lighting design for the South Bank, Chetco River Road Undercrossing. We plan to extend the two existing strain poles to mount luminaires on them. The other two poles are new. A cost estimate is also attached.

Please return one copy of the attached plan by March 12, 1981, with your comments and/or approval.

GJB:jrb

Attachments

cc w/attach J. H. Versteeg

1 Versteeg ✓
Anderson
2 Christensen W
3 Olson
4 Sullivan JWS
Terpin
Trout
Wakerlig

Art / Paul - copy
ob

RECEIVED
MAR 09 1981
ROAD DESIGN SECTION

DWS
Do Not File ☐
Return To
Bring Up / /
Action

2/6/81
W. Hart
J. H. Versteeg ✓ –

I thought the need for additional illumination was eliminated –

Bud Shirley

Copy to Region

~~3-9-81 Traffic thinks the added luminaire is needed even though snake was removed.~~ DWS

ROSEBURG REGION
RECEIVED
MAR - 5 1981

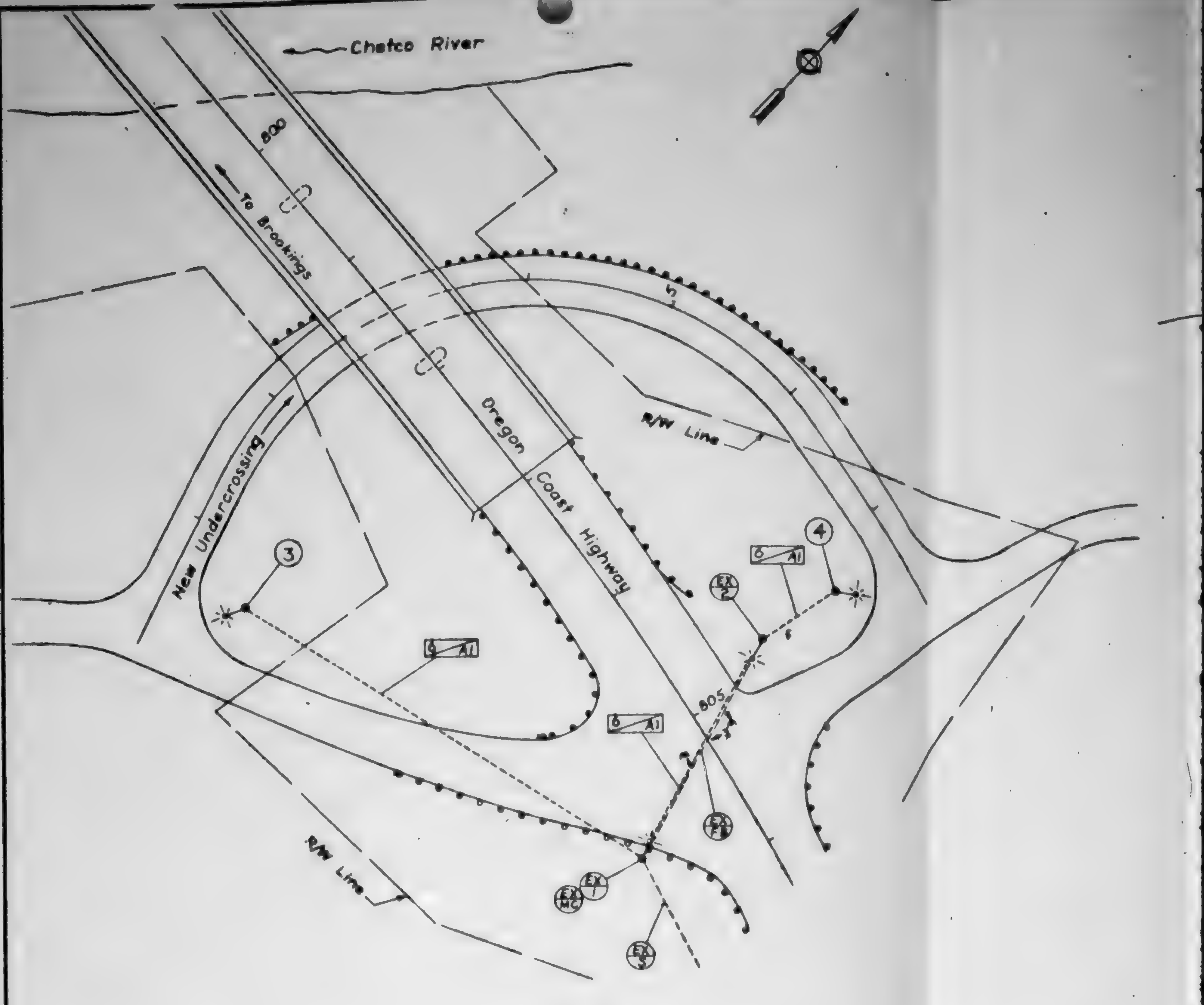
[✓ RE] RME [✓ SCE] ROE [✓ TE]
RUE DES RSR RPR RLE
GEO. [✓ FAB] RBI AA

3-11-81 Reg. + Traffic agree to no lighting. Will revise plans. DWS

Contains Recycled Materials
81-125-1387

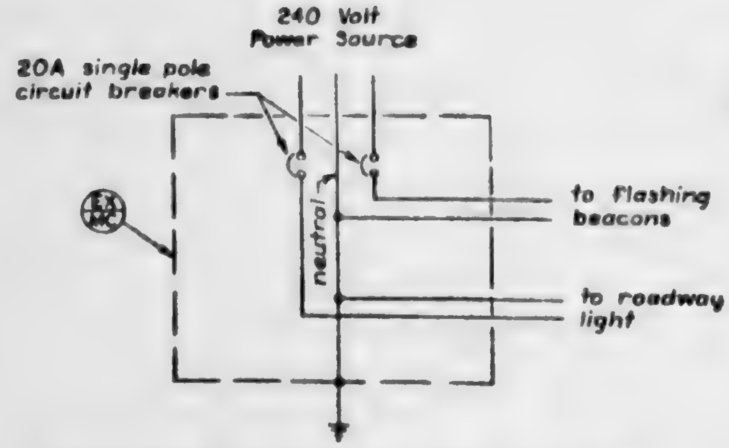
ROADWAY LIGHTING ESTIMATE
S. Bank Chetco River Road Undercrossing Section
Curry County

2 New metal light poles w/arms and luminaires	2 x $7,000/ea	$14,000
Extend 2 existing metal poles and provide w/arms and luminaires	2 x $4,500/ea	9,000
		$23,000


Chetco River
800
To Brookings
Oregon Coast Highway
New Undercrossing
R/W Line
R/W Line
3
4
6 A1
6 A1
6 A1
EX 2
805
EX FB
EX 1
EX MC
EX 3

LIGHTING PLAN

Scale 1" = 50'


240 Volt Power Source
20A single pole circuit breakers
EX MC
neutral
to flashing beacons
to roadway light

EXISTING CONTROL CABINET WIRING

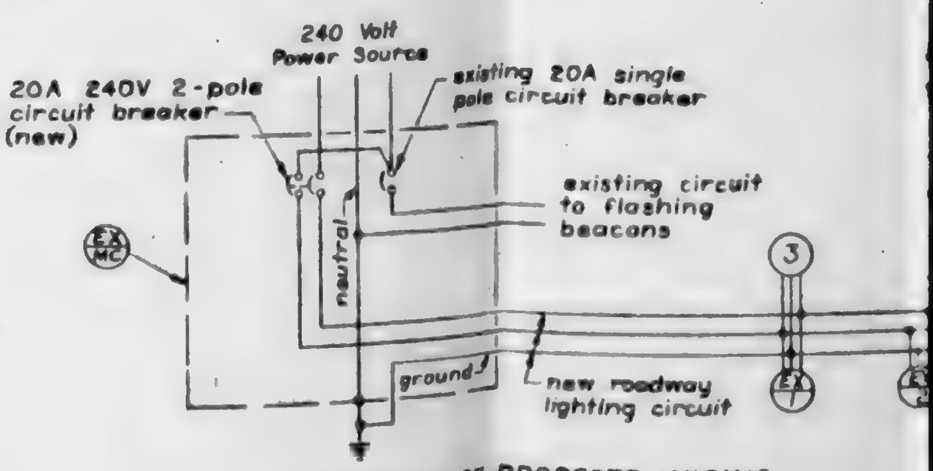
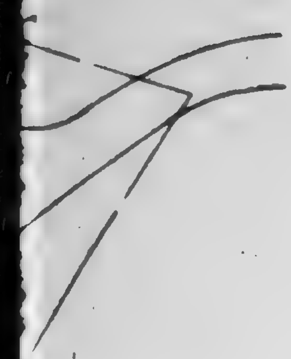

240 Volt Power Source
20A 240V 2-pole circuit breaker (new)
existing 20A single pole circuit breaker
EX MC
neutral
existing circuit to flashing beacons
3
EX 1
ground
new roadway lighting circuit

DIAGRAM OF PROPOSED WIRING

LEGEND

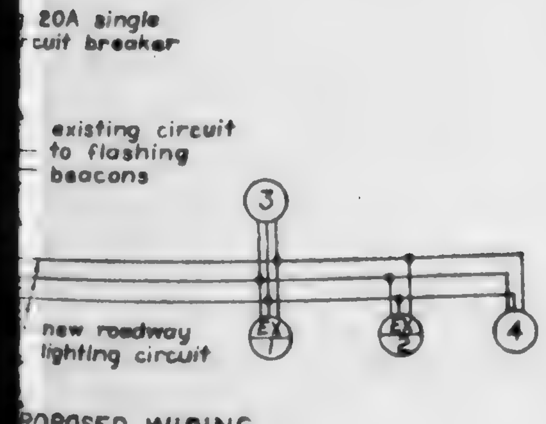
EX/1	Extend existing metal light pole to provide 35' mounting height for new luminaire on new mast arm. (Pole No. 1)
EX/2	Extend existing metal strain pole to provide 35' mounting height for new luminaire on new mast arm. (Pole No. 2)
N	Install new metal light pole with mpst arm and luminaire. (N = Pole Number)
6 / Al	Install overhead circuit conductors, No. 6 Aluminum Triplex with ACSR Neutral Messenger.
EX/S	Existing 240 Volt overhead service line to remain
EX/MC	Existing meter and control cabinet to remain
EX/FB	Existing messenger cable with flashing beacons to remain



ADVANCE PLANS
MAR 3 1981
DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

See Std. Dwg. 31117 for details of new metal light poles and pole and arm construction for extending existing poles. Arm length = 15'. Mounting height = 35'.

~~See Std. Dwg. 27591 (shaft splice) for detail of field splice to extend existing metal poles.~~ (Add detail to this sheet)



ROPOSED WIRING

APPROVED: P.E.
STRUCTURAL DESIGN ENGINEER P.E.
TECHNICAL SERVICES ENGINEER
DESIGNED M. Zimmerman
DRAWN MEZ
CHECKED
REVIEWED
REVIEWED
CALC BOOK
DATE REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

S. BANK CHETCO RIVER
ROAD U'XING SEC.
FAS A301 (AT OREGON COAST HWY.)
CURRY COUNTY

ROADWAY ILLUMINATION

ACCOMPANIED BY DWGS. ~~27591~~, 31117

DATE 27FEB81
BRIDGE NO. 16547
SHEET 1 OF 3
DRAWING NO. 35804

DOT [illegible]
Salem, Oregon

306

Prefix 508-1925

Attention: Right-of-Way Section

Subject: Federal Aid Project No.
Project Name S. Bank Chetco River Rd. U'Xing
Chetco River Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Roseburg, Oregon, this 25th day of Feb., 1981

Right of way acquired by State.

County of ______________

____
County Judge/Chairman

____
Commissioner

____
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 2/25/81

RIGHT OF WAY ADMINISTRATION
RECEIVED
FEB 27 1981
M AM ADM RDR CA FS
CS AS CE US A ROC
0 1 2

Instructions: Complete A or B and C
R/W File No. ______________
Rev. 1/76

9285

2-12-81

L

U. S. DEPARTMENT OF TRANSPO ATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A301(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Curry

3. FROM

E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80382

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

ED
FEB 19 '81
REFER TO Moehring
FOR
Info Act File

7. DATE AUTHORIZATION EFFECTIVE 2/12/81

8. FEDERAL ROUTE NUMBER Secondary A301

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

South Bank Chetco River Road U'Xing Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain and high type paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/10/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $390,000 Federal Funds $343,900 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

14. DATE 2/12/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Acting Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

92-5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 10, 1981

TO: Ernest Valach, Acting Div. Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80382
Project No. RS-A301(3)
S. Bank Chetco River Road U'Xing Section
Curry County

Attached data consists of PR-1 forms with project maps.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $390,000 with obligation of $343,900 in Federal funds in accordance with the approved Certification Acceptance Plan.

DRH:bkc
Attachments

cc: Alfred Shirley (Region 3)
H. Reynoldson w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R2067;
U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

2-10-81

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., 0.26 mi. S. of SCL Brookings 65	ADT	PRESENT DHV 45 300	FUTURE ---- (66) (70)	YEAR --- (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., & H-T Pave. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER A301 7

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME	Curry		
	NAME OF URBAN AREA ---- 17-31	ROUTE NO. S	FEDERAL-AID A301 (32)	STATE Co. Rd. (36) (37)	U.S. ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.18%)	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) 6201		"S. Bank Chetco River Road U'Xing Section."	0.145	390,000	343,900	23,050	23,050

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.145	390,000	343,900	23,050	23,050
1	14				(16) (23)	(24) (33)		

PROGRAM APPROVAL DATES
8-24-78
10-01-80

REMARKS
Additional Data: Item No. 803
RS-A301(1) &

508-1925

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-10-81

ADT	PRESENT DHV 45 300	FUTURE ----	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075

ITEM NO. 80382

OJECT LOCATION (45 typewriter spaces)
Co. Rd., 0.26 mi. S. of SCL Brookings

D WORK (35 typewriter
-T Pave.

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
RS-	A301	(3)		

DS
Rural Secondary

COUNTY NAME: Curry
CODE: 015

ROUTE NO.: S
FEDERAL-AID: A301
STATE: Co. Rd.
U.S.: ---

PROGRAM STAGE
☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.18%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) 6201		"S. Bank Chetco River Road U'Xing Section."	0.145	390,000	343,900	23,050	23,050	ROW - 80' normal; Access Control-none; Parking Restrictions-partial.
BY DRH		PROJECT TOTALS	0.145	390,000	343,900	23,050	23,050	

APPROVAL DATES
8-24-78
10-01-80

REMARKS
Additional Data: Item No. 80382; Project Nos. RS-A301(1) & (2).

-over-

USCOMM DUSCOMM-DC 48905-P6

S. Bank Chetco River Road U'Xing Section
Project No. RS-A301(3)

Remarks continued:

Project Data: The work under this project consists of grade, drain, H-T pavement on new alignment to provide two 12-ft. travel lanes with 6-ft. paved shoulders and incidental work common to this type of project.

Exceptions to Minimum Design Standards: None.

Note: 1) This project is in Congressional District No. 4.
2) Included in FY '81 AE, 9-80 SOCL Page 11.

7285

TRA 7-10 9

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg Attn: D. N. Stoudenmeyer
Road Design Engineer

DATE: February 9, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: South Bank Chetco River Road Underpass
Oregon Coast Highway No. 9
Curry County
Proposed Illumination

As requested, the subject project was reviewed for illumination.

The Federal Aid Project Request, as submitted by Curry County, indicates proposed illumination at the terminal points with South Bank Road and the underpass.

At the intersection with the Oregon Coast Highway, there is an existing luminaire on the southeast corner. Additional illumination should be installed to illuminate this intersection due to the physical divider placed down the median.

L. E. George
Traffic Engineer

VLT:er

cc: H. S. Coulter
E. S. Hunter
D. H. Moehring
W. J. Hart
Alfred Shirley, Jr.

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 10 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

REFERRED TO
Beard ✓ Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Lev
Dorn
[✓ Return] ~~Discuss~~ Do File Copy Due
BY FINAL DESIGN ENGINEER

Contains Recycled Materials
81-125-1387

SP*75683-125

1-81

9285

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                                                                              JANUARY 1981          PAGE  782
TOTAL TO DATE JOB COST SUMMARY
                                                                                  FISCAL             GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE           TO DATE
                                                                                                     1.[illegible]
                                  507   1985    926      00 P 1                   38.51CR          30.414.[illegible]
                                                TOT         P1                    11.48                 18.61
                                                TOT         N1                    22.[illegible]CR**  30.432.17  **
                                                ** JOB TOTALS **           **
                                                                                                          STATE
  S BANK CHETCO RIV RD            CONT NO       FA PROJ NOS FS  301001 100
                                  [illegible] 1985 [illegible] [illegible] N 9                          [illegible]CR
                                  [illegible] 1985 [illegible] [illegible] N 9                       1.[illegible]
                                  [illegible] 1985 [illegible] [illegible] N 9                       [illegible]
                                  [illegible] 1985 [illegible] [illegible] P 1     97.23     1.800.99    23.[illegible].03
                                  [illegible] 1985    901   [illegible] N 1                          402.64
                                  [illegible] 1985 [illegible] [illegible] P 1   1.557.06   3.700.[illegible]   6.[illegible]
                                  [illegible] 1985 [illegible] [illegible] P 1              [illegible]
                                  [illegible] 1985 [illegible] [illegible] P 1              103.12
                                  [illegible] 1985 [illegible] [illegible] P 1            1.[illegible]   6.[illegible]
                                  [illegible] 1985    911   [illegible] P 1    288.06              1.[illegible]
                                  [illegible] 1985    913   [illegible] P 1              6[illegible]
                                  [illegible] 1985 [illegible] [illegible] P 1              10.[illegible]
                                  [illegible] 1985 [illegible] [illegible] P 1                       1[illegible]
                                  [illegible] 1985 [illegible] [illegible] P 1              3.00
                                  [illegible] 1985 [illegible] [illegible] P 1                       [illegible]
                                  [illegible] 1985 [illegible] [illegible] P 1   1.942.75   8.305.33    40.[illegible]
                                                TOT         P1
                                                TOT         [illegible]
                                                ** JOB TOTALS **       1.942.75 **   8.305.33 **   41.[illegible] **
                                                                                                          STATE
  DESCHUTES R GEN PATCH BR        CONT NO       FA PROJ NOS FS  343002 100
                                  509   1910    301   [illegible] P 1   1.317.03     4.[illegible].26   4.[illegible].26
                                  [illegible] [illegible] [illegible] P 1   [illegible]   [illegible]   [illegible]
                                  509   1910 [illegible] [illegible] P 1   1.[illegible]   1.[illegible]   1.[illegible]
                                                TOT         P1          3.[illegible].01    6.913.[illegible]    6.913.[illegible]
                                                ** JOB TOTALS **        3.[illegible].01 **  6.913.[illegible] **  6.913.[illegible] **
                                                                                                          STATE
  [illegible]TL DESCHUTES R-MONTG BRIDGE CONT NO   FA PROJ NOS [illegible]  [illegible] 100
                                  [illegible] [illegible] [illegible] [illegible] N 9                [illegible]   [illegible]
                                  [illegible] [illegible] [illegible] [illegible] N 9                201.14CR      [illegible]
                                  [illegible] [illegible] [illegible] [illegible] P 1
                                  [illegible] [illegible] [illegible] [illegible] P 1                             1.[illegible]
                                  [illegible] [illegible] [illegible] [illegible] P 1
                                  [illegible] [illegible] [illegible] [illegible] P 1                [illegible]   [illegible]
                                  509   1985 [illegible] [illegible] P 1                             [illegible]   2.[illegible].64
                                                TOT         P1                                       [illegible]   2.[illegible].64 **
                                                ** JOB TOTALS **       **
                                                                                                          STATE
  [illegible]RP UXING @ MURPHY RD  CONT NO      FA PROJ NOS FS  [illegible] 100                      [illegible]
                                  509   1990    [illegible]   00 N 9
```

9285

yellow

STATE OF OREGON

INTEROFFICE MEMO

ROUGH DRAFT

FAS
A301

TO: Alfred Shirley, Jr.
Region 3 Engineer

DATE: January 23, 1981

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: S. Bank Chetco River Bridge
FAS A301
Curry County

Our Cost Analysis Section recently reduced the unit prices on this project based on the very favorable bids we have recieved over the last six months. Based on these new unit prices, the estimated cost of this project with the rock inlay is slightly below the funds available.

The rock inlay design for the Chetco River Undercrossing had been originally approved by Curry County, Region 3, the Design office, and FHWA. It is my recommendation that this project with the rock inlay be advertised as soon as possible. Your concurrance and approval to advertise this project is requested.

JHV:ab

9255

L.

STATE OF OREGON

AGR
INTEROFFICE MEMO

TO: Neil Flanagan
Region 3 R/W Supervisor

DATE: November 5, 1980

FROM:

Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT:

Right of Way Services Agreement 174
Highway 101/UXing Section
S. Bank Chetco River Road
Curry County

MISC. CONTRACTS and
AGREEMENTS No. 6834

We are transmitting to you an original and a copy of the subject agreement. The original copy can be forwarded to Curry County.

AE
mp
Attach.

cc: A. Shirley, Jr., w/c
Local Gov't Programs, w/c
Finance, w/c
Comm, Serv., w/orig.
Description, w/c
Title, w/c

[illegible]

• 7285

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 3, 1980

FROM: F. W. Yarbrough
Soils Engineer

TO: Alfred Shirley
Region Engineer
Roseburg

Attention: Jack Ayres

SUBJECT: S. Bank Chetco River Rd. Uxing
S. Bank Chetco River Road
Curry County
Commissioner Buffington's
Letter of Oct. 14, 1980

Attached is a draft of reply I suggest to the subject Curry County Commissioner's request for a guarantee of stability of the proposed subject fill.

His request has exposed an omission in the cost estimate which is that there is no contingency item for slide repair. Contingency allowance of $50,000 should be made to fix a fill slide.

While waiting for Chassie's approval, I have estimated the possible cost of foundation strengthening so that stability might be guaranteed. It would be on the order of $150,000 for the fill. Now, if repair, if necessary, can be made for $50,000 and if our probability of 80 percent for stability is correct, then the ultimate cost of repair (after building ten or a number of fills) is only 20 percent x 50,000 or $10,000. Which illustrates the unreasonable cost of guaranteed stability.

We think the project is a good risk. But risk it is as we are reminded about 20 percent of the time at sites like this. The truth of our confidence is probably illustrated by the omission of the slide repair contingency.

FWY:af

cc: Frank Terpin
J. H. Versteeg
Don Stoudenmeyer
Ron G. Chassie, FHWA
Tom Lowe, FHWA

RECEIVED
NOV 04 1980
ROAD DESIGN SECTION

1 Versteeg
Anderson
Z Christensen Don
Olson
Sullivan
Terpin
Trout
Wakerlig

cc Don
Do Not File ☐
Return To
Bring Up / /
Action

DRAFT

Salem, Oregon
October 29, 1980

Curry County Oregon Board of Commissioners

Attention: Mr. Donald K. Buffington, Commissioner

Re: South Bank Chetco River Road
Undercrossing
Reply to Commissioner's letter of
Oct. 14, 1980

This is in reply to your letter of Oct. 14, requesting the state to consider making a five-year guarantee against sinking or slipping of the proposed sawdust fill for the subject project.

We cannot recall a similar situation in which the state has built for itself a fill which can be guaranteed for any time not to sink or slide and we cannot make such a guarantee for this project. The uncertainty involved is not because of the sawdust, but is entirely due to soil conditions at the site which cannot be measured and described by the usual means. We considered applying special field exploration and testing but decided against it because of the excessive cost and the possibility that even then reliable measurements might not be obtained.

Our Soils Engineer and the FHWA Region Geotechnical Engineer have evaluated the soils and site conditions as thoroughly as can be done with the best information that can be obtained by the usual means, and their estimate is that the probability for stability against excessive sinking or sliding is of the order of eighty percent. In other words, if ten fills were built with these plans in similar site conditions, two of them might slide. It is much cheaper to rebuild the two fills than to construct all ten so that it can be guaranteed that none of them will slide. The state of the art of geotechnical engineering does not yet permit guaranteed stable roadway fills by economical means, and you well recall that economy has been a considerable constraint on what you would like to have built here.

Finally, the risk of sliding in the westerly cut as well as the fill is also a slight risk to our bridge structure that we surely are not asking for but which we accept as reasonable for the benefit to be provided to traffic flow.

cc
Ron Chassie, and he
approved by phone 10/30/80

920

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

10-29-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A 301(2)

L

STATE PROJECT NO. See below

PROGRAM NO.

COUNTY NAME Curry

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division, Salem, OR

ITEM NO. 80382

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

11-4
OK

RECEIVED
STATE HWY ENGR
NOV 4 - '80
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-29-80

FEDERAL ROUTE NUMBER Secondary A 301

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
South Bank Chetco River Road U 'Xing

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's letter of 10-15-80, you are now authorized to proceed with all phases of right of way acquisition for file 51551 as shown on R/W map 9B-16-23 at a TEC of $32,500 - Federal funds $28,648. Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

DATE 10-29-80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-885

9285

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

October 15, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80382
Project No. RS-A301(2)
S. Bank Chetco River Rd. U'Xing Section
Curry County

Enclosed is data for the subject project.

I hereby request your authorization to proceed with right of way acquisition all phases at an estimated total cost of $32,500 with an obligation of $28,648 in Federal funds. The right of way to be acquired is as outlined in red on the enclosed copy of right of way map 9B-16-23. No relocation assistance is involved.

A copy of the State Clearinghouse A-95 review conclusions has been forwarded previously.

CL:bke
Enc.

cc: J. Boyd
F. Lowe

Form 734-3122

Budget Bureau No. 41-R2067

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. October 15, 1980

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
2		Co. Rd., 0.26 mi. S. of SCL Brookings		DHV 45 300	---	---	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
3	Right of Way Acquisition								RS-	A301(2)

CARD

CLASS OF FEDERAL FUNDS: Rural Secondary

NAME OF URBAN AREA: ---- 17-31

COUNTY NAME: Curry

ROUTE NO.: S | FEDERAL-AID: A301 (32) | STATE: Co. Rd. (36) | U.S. (37): ----

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**		"S. Bank Chetco River Road U'Xing Section."	0.2	32,500	28,648	1,926	1,926 (Co.
5					**CONST** (CODE)							

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST (16) (23)	FEDERAL FUNDS (24) (33)	STATE FUNDS	OTHER FUNDS
1	1	C.L.		0.2	32,500	28,648	1,926	1,926 (Co.

CARD	CODE	PROGRAM APPROVAL DATES
1	14	8-24-78 10-01-80

REMARKS
Additional Data: Item No. 8
RS-A301(1)

5081925

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 15, 1980

TION (45 typewriter spaces) .26 mi. S. of SCL Brookings	ADT	PRESENT DHV 45 300	FUTURE ---	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075	ITEM NO. 80382

pewriter n	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS-	NUMBER A301(2)	SEQ. NO.	I. Projects Only POST MI. / DESIG.

Rural Secondary

COUNTY NAME: Curry — CODE: 015

ROUTE NO.: S — FEDERAL-AID: A301 — STATE: Co. Rd. — U.S.: ----

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	"S. Bank Chetco River Road U'Xing Section."	0.2	32,500	28,648	1,926	1,926 (Co.)	
C.L.	PROJECT TOTALS	0.2	32,500	28,648	1,926	1,926 (Co.)	

TES
8-24-78
10-01-80

REMARKS
Additional Data: Item No. 80382; Project No. RS-A301(1).

-over-

S. [illegible] er Rd. U'Xing Section
Project [illegible] -A301(2[illegible]

Project Data: [illegible]der this project consists of right of way acquisition a[illegible] phases as required for the future construction to extend the county road under the existing Chetco River bridge with connections to Shopping Center Avenue to eliminate present left turns crossing movements at the present intersection of US 101.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on March 27, 1979.

FHPM 7-7-5 Requirements:

a) Public Hearings ---- Not required under Oregon Action Plan.
b) Location/Design ---- Not a factor in the development of this project.

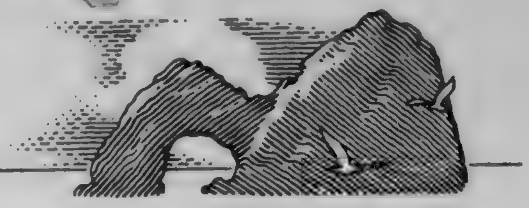
Note: 1) This project is in Congressional District No. 4.
2) No relocation assistance is involved.

.9285

CURRY COUNTY OREGON BOARD OF COMMISSIONERS

Shirley E. Van Loo Michael Fitzgerald Donald K. Buffington

BOX 746 GOLD BEACH, OREGON 97444 (503) 247-7011



Mack Arch on the Curry Coast

October 14, 1980

Jack Ayres
Department of Transportation
Highway Division Region III
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Ayres:

As per our conversation this date I am returning the two maps of the preliminary plans for the South Bank Chetco River road plus a copy of our engineer's report with the concerns on the sawdust fills. I particularly call your attention to the second paragraph asking for a five-year guarantee against slipping. This seems to be a reasonable request. This guarantee is only to cover a slippage or any sinking that would happen in the next few years with this tremendous amount of fill. I urge you to give this consideration.

Very truly yours,

Donald K Buffington

Donald K. Buffington
Commissioner

DKB:db
encls.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
[illegible] 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

JOHN F. THORP, P.E., INC.
P. O. BOX 459
BROOKINGS, OR. 97415

RECEIVED
OCT 13 1980
BOARD OF COMMISSIONERS
CURRY COUNTY, OREGON

October 10, 1980

Mr. Don Buffington, Commissioner
Curry County
Gold Beach, Oregon 97444

Dear Don:

At your request as relayed by Dan Crumley of the Road Department, I have reviewed the State Highway Division's proposed South Bank Chetco River Road - U.S. 101 undercrossing.

In my opinion the sawdust fill at the undercrossing is an acceptable solution. The Board of Commissioners might wish to ask for some form of guarantee from the State Highway Division since I find no record of the Division's having previously built a sawdust fill. A 5 year guarantee would seem to be reasonable.

Of particular concern was the Division's decision to use a sawdust fill because of the existing unstable ground at the site. An OSHD "Soils and Geology Report", dated 10-11-78, on the site recommended that fills not exceed 10 feet in depth.

Since the proposed grade requires a fill of 17 feet on centerline this was apparently the reason a sawdust fill was adapted.

Sawdust fills have been used to the largest extent of any area in the State of Washington. Even there, experience does not cover many years, but sawdust fills have been successful in stabilizing some slide areas.

The expected life of a sawdust fill is about 15 to 20 years. Maintenance problems with properly constructed sawdust fills are apparently minimal.

Two problems worth noting are a potential for spontaneous combustion and the leachate from the sawdust fill. Neither are a high hazard at the undercrossing site.

A problem which will result from the construction of the undercrossing is a conflict of traffic movements on the S. Bank Road at the north connection of the undercrossing.

The South Bank Road has a horizontal and a vertical curve just north of the connection which limits sight distance to less than acceptable.

The South Bank Road should be realigned, regraded and a study made to determine the volume of various turning movements at this point to determine if turning lanes are needed.

Please let me know if I can be of further assistance to you on this project.

Sincerely,

John Thorp

John F. Thorp, P.E.

JFT:ct

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9285

LETTER OF APPROVAL A[illegible]/OR AUTHORIZATION

9-11-80

FEDERAL AID PROJECT NO.: [illegible]S-A 301(1)

ST[illegible] PROJECT NO.: See below

COUNTY NAME: Curry

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 80382

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 2 - '80
REFER TO Moehring
FOR
Info | Inves | R/D | C.R | Sem | Act | File

10-2
orig

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 9-11-80

FEDERAL ROUTE NUMBER: Secondary A 301

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:
South Bank Chetco River Road Crossing Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-8-80, I approve the revised Preliminary Engineering Costs to a TEC of $46,300, Federal Funds $39,712.

(Increase TEC $17,800 FF $15,272)

DATE: 9-11-80

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-915

9285

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

August 26, 1980

FROM: F. W. Yarbrough
Soils Engineer

TO: Duane Christensen
Final Design Engineer

SUBJECT: South Bank Chetco River Road
Undercrossing
Curry County
Sawdust Fill

Attached is a print of special provisions used by Washington State Highway Engineers for constructing sawdust fills for their roads. It is suggested that we should follow them in our South Bank Chetco project.

We understand that there is some thinking that the Contractor may wish to stockpile sawdust temporarily because of the anticipated limited rate of supply. When Ron Chassie discussed this with Washington State engineers who have experience with sawdust, they gave him some concern because of possible heating.

Chassie suggests that the special provisions warn the Contractor that the specification limitation in regard to temperature of sawdust will be applied at the time that the sawdust is moved into the fill. If it is over temperature, then it will not be accepted. The buildup of heat can be slowed by compacting the sawdust into the stockpile as required in the fill. And he may also reduce the temperature by sprinkling with water while the sawdust is in the stockpile if he chooses.

My memo of June 24 indicates that my opinion is that two pairs of falsework footings may be discovered in the west end of the foundation subexcavation. If this happens, the Contractor is certainly entitled to extra work payment unless he knows they are there. We are not positive they are. Nor do we know whether or not they are tied to piling. Chassie has insisted that the excavation be completed as designed, which most likely will require their removal.

FWY:af

REFERRED TO
Beard.
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Mann
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[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
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Olson
2 Sullivan JWS
Terpin
Trout
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AUG 27 1980
ROAD DESIGN
SECTION

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Action

9285

9
Curry

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 24, 1980

FROM: F. W. Yarbrough
Soils Engineer

TO: Duane Christensen
Final Design Engineer

SUBJECT: S. Bank Chetco River Road U'xing
Curry County
Foundation Strengthening

Ron Chassie, FHWA Geotechnical Engineer, F. Yarbrough, D. Stoudenmeyer and Ron Busey reviewed the subject undercrossing project and inspected the site on June 16 and 17.

Chassie recommended that the project should be designed so that there will be no risk of damage to the bridge structure. This effectively prohibits an alignment under the abutment on account of the cost to make it without risk to the structure.

Chassie and Yarbrough agreed that the alternate design with alignment between piers 5 and 6 and with subexcavation and rock backfill under 350 feet of the proposed fill will be safely stable. But we understand that there is not enough money to build it.

Chassie proposed and Yarbrough agrees that subexcavation as designed, but carried only through stations 3 to 4, with transitions beyond these limits, will be sufficient to protect the structure from slides initiated by the load of fill. Also, we agree that it is more probable than not that the remaining fill will be stable without further foundation strengthening. Nevertheless, it should be clearly understood that there is risk of initiating sliding by the weight of fill if there is no foundation strengthening①. We cannot determine what this risk is by any means which are practical to this size of project. That is, the cost to explore and test will be equal to a good portion of the cost to do the strengthening work. ① under the remaining fill, sta 4 to 6+50.

We agreed that the fill may be constructed with sawdust, and this ought to be done if the cost is acceptable, because the risk of slide failure is considerably reduced. The subexcavation can be reduced to half the depth of that for earthfill and backfilled with sawdust instead of rock. These reductions are possible and desirable because of the lighter weight of the sawdust. It is understood that the Region has already been asked to confirm the availability and cost of sawdust and to designate a location for the excess excavation.

A photo taken during construction shows three pairs of falsework footings near the midspan of piers 5 and 6 of the bridge. Our estimate is that they are not far below existing ground surface, and that two pairs of them will be in the proposed subexcavation. An extra work allowance should probably be made in the estimate to pay for removal of these footings if it is found that they are pile supported.

FWY:af

cc: Don Stoudenmeyer
Ron Chassie
LL Wallace
Jack Davis
Ron Busey
Frank Terpin

9285 9

ROAD DESIGN 378-6558

Bud Shirley
Region 3 Engineer

May 16, 1980

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

S. Bank Chetco River
Road Undercrossing
Oregon Coast Highway
Curry County

Attached is correspondence from L. L. Wallace, Asst. Bridge Engineer, concerning the latest proposal on the subject project. The letter spells out the fact that this latest proposal routed under span 7 is not a feasible alternate.

It appears we are left with a previous plan using the next span north, which is estimated to cost roughly $570,000 using our new base design and Fred Yarbrough's sub-excavation plan.

We will hold off working on this project until you can get with the County and determine what action you wish us to take.

DNS:cj
Attachment

cc: Walt Hart
Frank Terpin
Fred Yarbrough

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
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Wakerlig

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MAY 16 1980
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STATE OF OREGON

INTEROFFICE MEMO

DATE: May 15, 1980

DES 23
Br 1143D

TO: Mr. D. O. Christensen
Final Design Engineer

FROM: L. L. Wallace
L. L. Wallace
Asst. Bridge Engineer

SUBJECT: South Bank Road Under
Chetco River Bridge
Curry County
Bridge 1143D

We have reviewed the proposal for the underpass road which would pass under span 7 of the Chetco River Bridge and connect to the South Bank Road north and south of the Oregon Coast Highway. We do not recommend constructing this roadway under span 7.

The proposed roadway is just up the slope from an existing slide area that was treated by adding perf drains and a rock counterbalance at the time of the bridge contract. Construction of the proposed roadway would disrupt the perf drain system installed to help stabilize the slide area.

The proposal from the field does not adequately consider the effect of removing the existing retaining walls at each end of Abutment 2. Removing the existing wingwalls as mentioned in the Narrative Report would leave the roadway fill at each corner of the bridge unsupported for a height of over 10 feet.

The stability of the fractured siltstone underlying Abutment 2 of the Chetco River Bridge would be seriously endangered by excavating the proposed roadway section. Construction of a retaining wall as shown on the vicinity map would result in excavation 11 feet below the level of the Abutment 2 footing (see attached Section A). This is not satisfactory.

A variation in the alignment of the proposed roadway was studied. This would be to extend the tangent section to the north side of the bridge which would allow a retaining wall to be built at a constant distance from Abutment 2 (see attached Cross Section B). The estimated cost of this 150-foot long wall, set 28 feet from the tangent centerline, is $220,000. Construction of a wall in this location would result in a marginally stable condition of Abutment 2.

We do not think it is feasible to locate the proposed roadway under span 7.

GJB:dh

1 Versteeg
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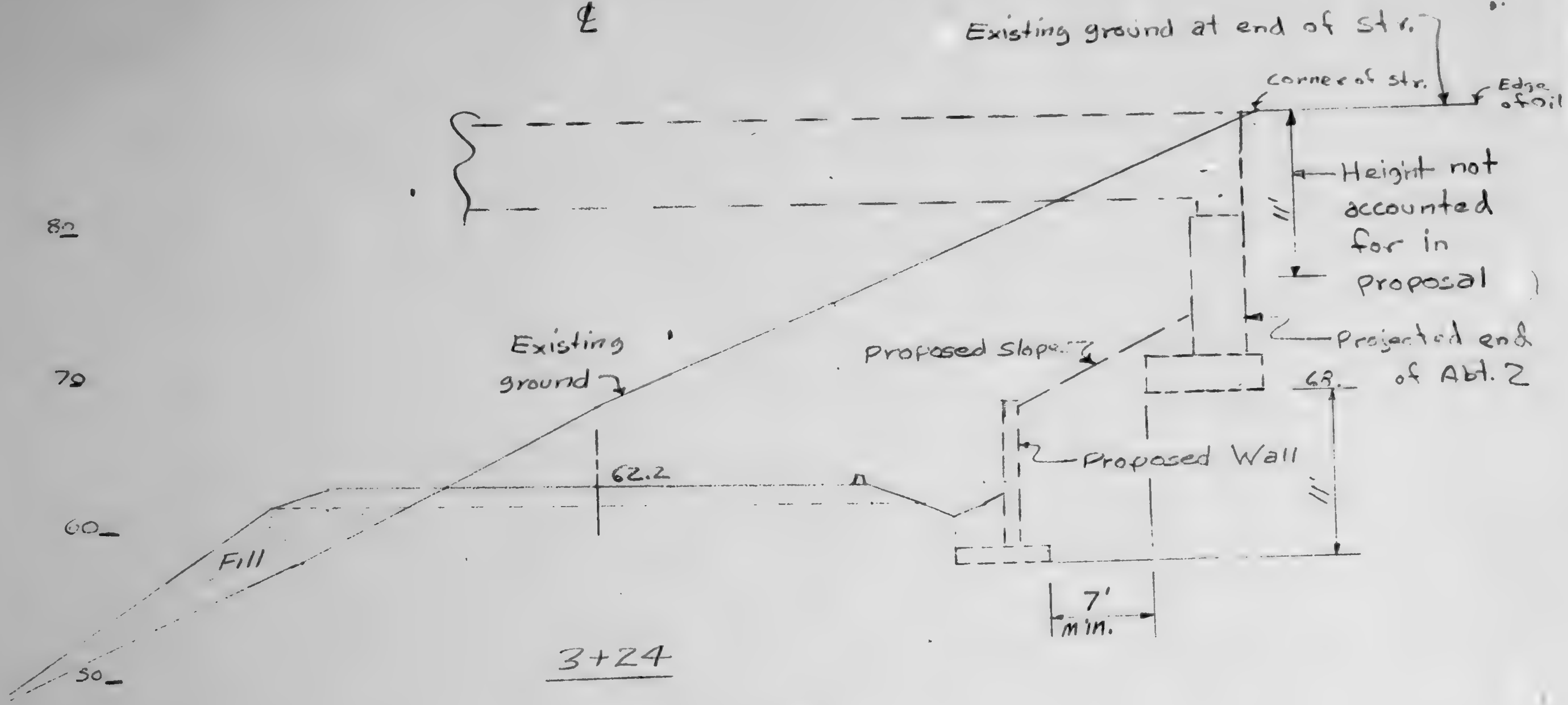
81-125-1387

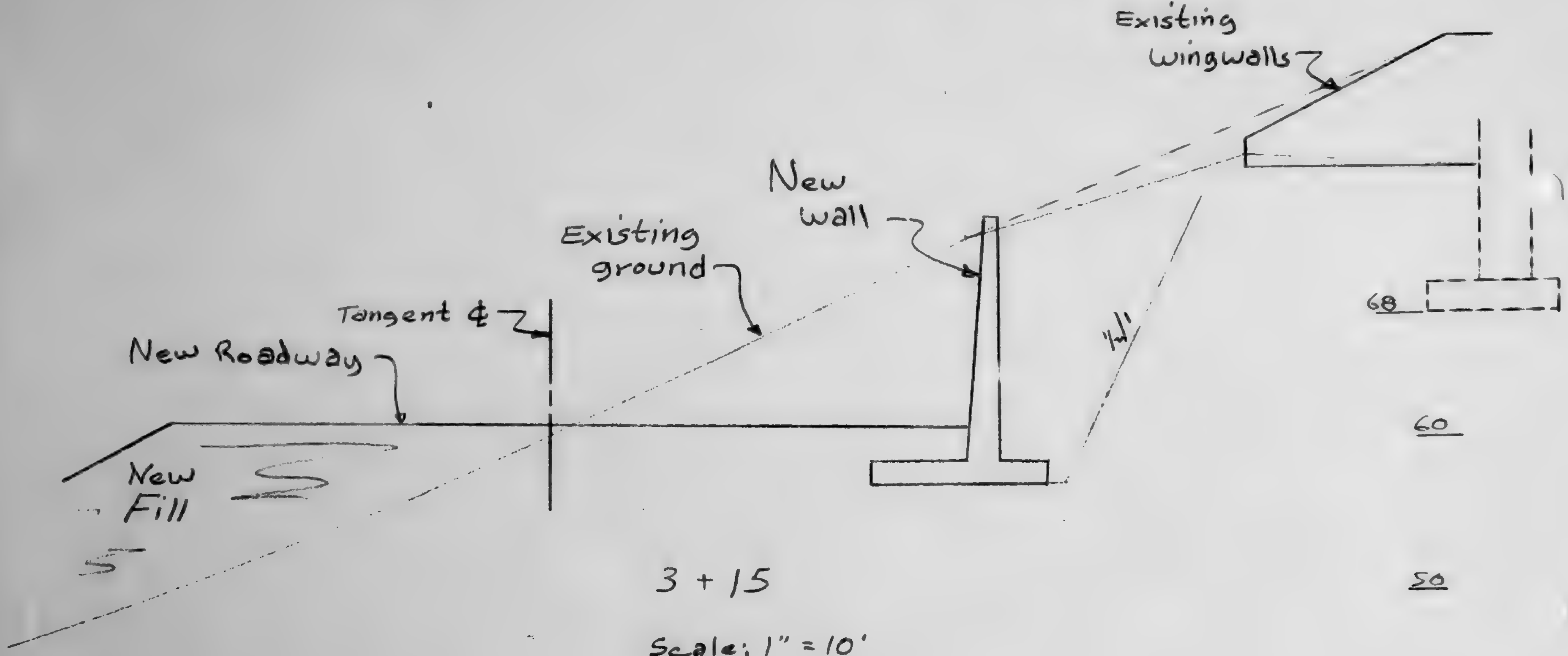
SP*75683-125


℄
Existing ground at end of Str.
Corner of Str.
Edge of oil
Height not accounted for in proposal
11'
Projected end of Abt. 2
Proposed Slope
68
Proposed Wall
11'
7' min.
Existing ground
62.2
Fill
80
70
60
50
3+24

scale: 1" = 10'

CROSS SECTION A

5-5-80
GHB


Existing
Wingwalls
New
wall
Existing
ground
Tangent ₵
New Roadway
New
Fill
½:1
68
60
50

3 + 15

Scale: 1" = 10'

CROSS SECTION B

GHE
5-15-80

9225 4-15-80

S. Bank Chetco River Rd.
FASC A 301 Curry Co
508 - 1925 - 905

Cost Comparision
New Vs Old Base Design
(updated or current Costs)

1.5" Future
4" B
2 AL
13" AB

New
1-31-80 Design $299,195

3" B
2" AL
9" AB

old
12-15-80 Design $283,247

12=

Curry County has accepted ~~the $285,000~~ a $285,000 Estimate

E & C Inc.

ecm
2/6/80

2/8 80

Called Oregon [illegible] J. Wilson
he will check with County
about the add'l $15,000 [illegible]

3-24-80 [illegible] [illegible] says the new est. is [illegible] - Call in [illegible] Jack Ayers -

4-15-80 [illegible] [illegible] [illegible] [illegible] [illegible] Tell
Jack Ayers called [illegible] [illegible] - [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] - Jack will contact the
county and [illegible]

7285

Curry

FORM 81-734-3030

FILE: LOC 16-1

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon 97470
February 5, 1980

FROM: ELLIOTT PARKER, Regional Geologist,
by James A. Bilderback James A. Bilderback
Assistant Regional Geologist

TO: ~~FRANK~~ TERPIN
LOCATION ENGINEER
Versteeg

SUBJECT: FILL FOUNDATION
So. Bank Rd.-Chetco R.
UNDERPASS (proposed)
Brookings/Harbor area
Curry County

At the request of the Location Section, two holes, were drilled to assess fill foundation materials on the upstream side and under the Chetco River Bridge.

Several discussions have been held regarding changes in the proposed route and different "tie-ins" with the South Bank Road, etc. Our office has not received all of the latest views on this.

Drilling was conducted in materials of the latest Jurassic Sedimentary and volcanic rock, including graywacke, sandstone, and mudstone of the Otter Point formation--with some basaltic material. The materials drilled are highly weathered and are characterized by generally poor strength parameters. (please note Soils & Geology Report Oct. 11, 1978)

With approximately 20 feet of fill proposed, the fill foundation should be considered marginal. Please note that the rock fragments in the silty materials tend to increase some of the blow count values above what they should be--especially when driving directly upon them.

It should be considered of prime importance to provide for a complete and adequate drainage design since any short measures could easily provide for an undesirable fill problem. Please note the area marked "wet area" on location map, and the relatively high water level in the drill holes.

RIPRAP SOURCE A Curry County quarry was sampled (3 miles up the South Bank Road) as a potential riprap source. The quarry materials were used on the Chetco Jetty. Mr. Frank Strain, road master (Gold Beach) was contacted regarding the potential use.

encl. location map
drill logs

c.c. James Gix
Ron Busey
file
Yarbrough
Gregg

___ Verstoeg ___
___ Anderson ___
I Christensen DJC
___ Olson ___
dk Sullivan Copy
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ROAD DESIGN SECTION

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LOCATION SECTION

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___ Erikson ___ Watson ___
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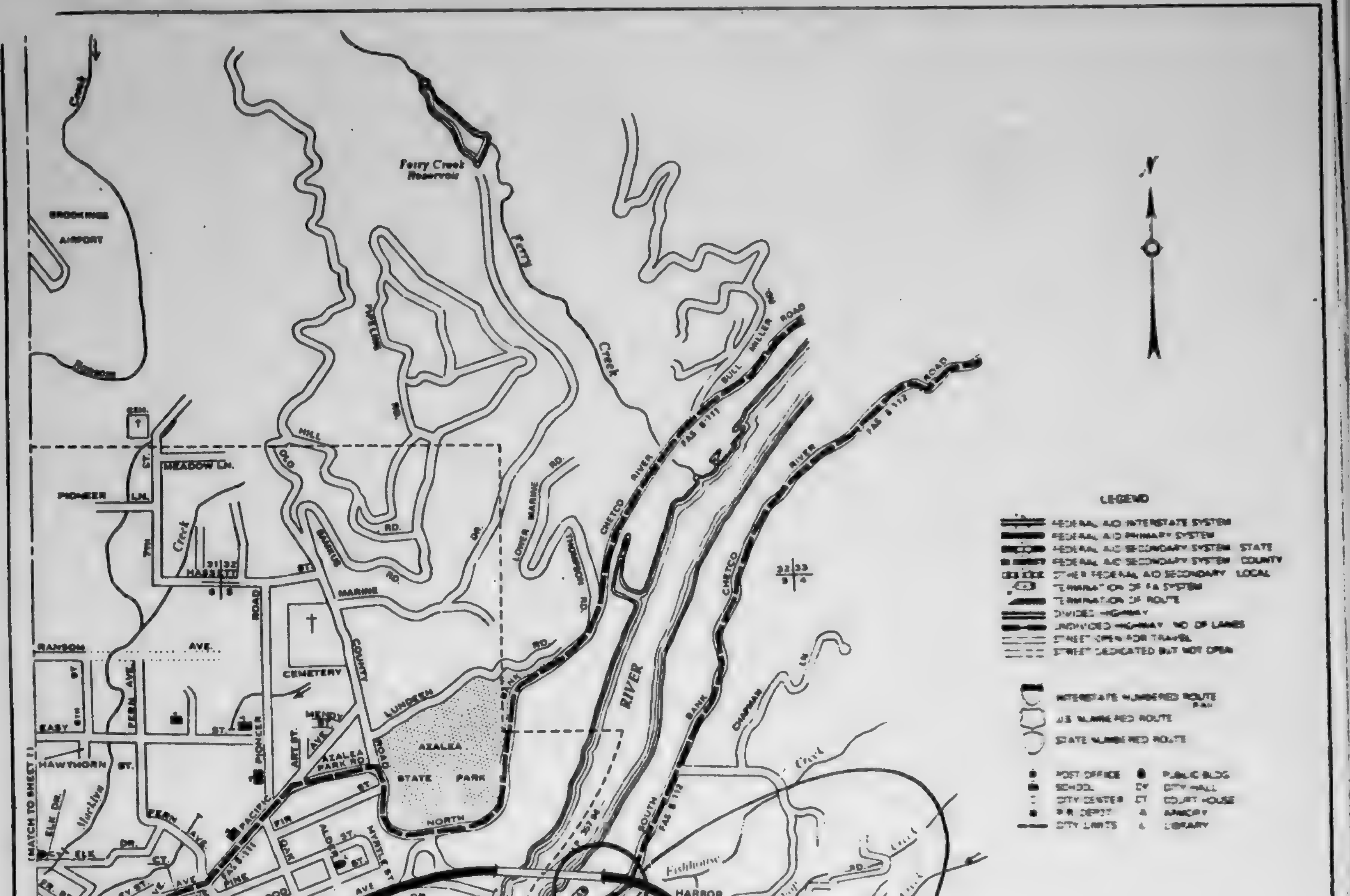
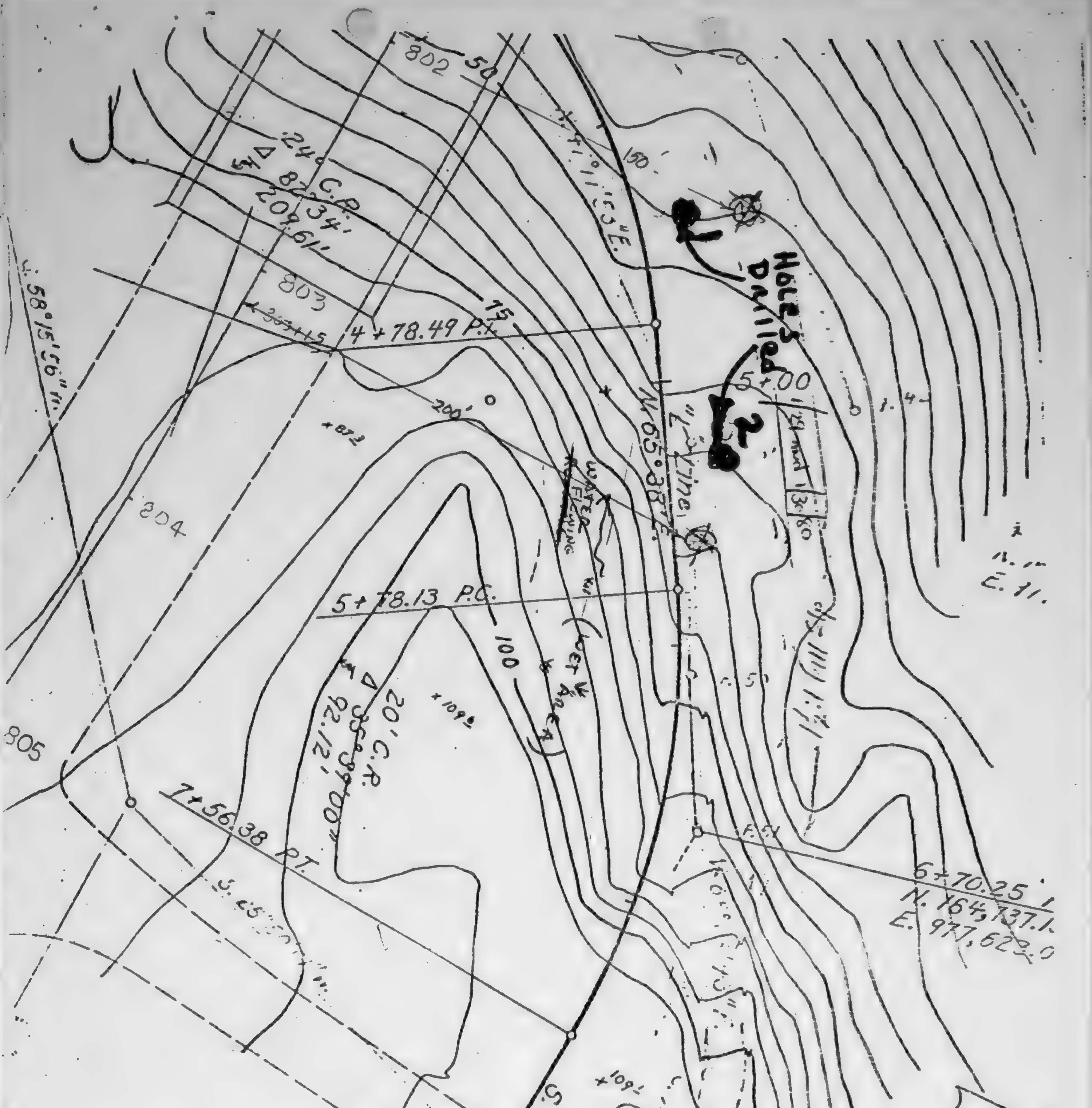
BY FINAL DESIGN ENGINEER

FRANK E. TERPIN

2-14-80
Copy to Yarbrough for his recommendation
DLf


Project Vicinity
BROOKINGS
CURRY COUNTY, OREGON
Population 2,8_0
Revised December 1972
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
PUBLIC BLDG
SCHOOL
CITY HALL
CITY CENTER
COURT HOUSE
R.R. DEPOT
ARMORY
CITY LIMITS
LIBRARY
N
PACIFIC OCEAN
CHETCO COVE
CHETCO RIVER
Ferry Creek Reservoir
Ferry Creek
BROOKINGS AIRPORT
AZALEA STATE PARK
CEMETERY
SMALL BOAT HARBOR
SPORT HAVEN COUNTY PARK
Green Rock
Tanbark Point
Shad Rock
OREGON COAST HWY NO. 9
101
NORTH BANK CHETCO RIVER ROAD
SOUTH BANK CHETCO RIVER ROAD
BULL MILLER ROAD
HARBOR
Fishhouse
Delavan
Tuttle Creek
MEADOW LN.
PIONEER LN.
HASSETT ST.
MARINE DR.
LUNDEEN RD.
RANSOM AVE.
EASY ST.
HAWTHORN ST.
FERN AVE.
PACIFIC
REDWOOD
PINE
CHETCO AVE
SPRUCE DR
MULBERRY LN.
WOODLAND
ALTA
BIRCH ST
JOHNSON LN.
FOUNTAIN
N. HAZEL
S. HAZEL
HAZEL ST
LANE
CUSHING CT.
BUENA VISTA LOOP
IOWA ST.
KEAN ST.
TANBARK
KINDEL
MUSSEN
WHARF
RAILROAD
HEMLOCK
CENTER
MAPLE
CEDAR
CYPRESS
ALDER
OXFORD ST.
MEMORY
UNIDA LN.
MANSCOM AVE.
TOLMAN LN.
HOFFELDT LN.
CRESTLINE DR
LIVELY
TITUS LN.
BENHAM LANE
OCEANVIEW DR.
OLSEN
(MATCH TO SHEET 2)
T40S
T41S R13W


802
50
24° C.R.
Δ 82°34'
209.61'
803
4+78.49 P.T.
75
N.41°11'53"E.
150'
Holes Drilled
1
2
5+00
N.65°38'E.
"L" Line
Water Filter Wing
200'
804
5+78.13 P.C.
100
20' C.R.
Δ 35°39'00"
92.12'
805
7+56.38 P.T.
6+70.25
N. 164,737.1
E. 977,622.0
S.78°43'E.
58°15'56"W.
E. 11.
1:1
1"= 50

Chetco R. Bridge
River Road Underpass
Suggested drill hole locations

le No. 1 Sheet 1 of 1

roject So. BANK CHETCO RIVER ROAD

ighway ADJACENT TO COAST HIGHWAY HARBOR AREA County CURRY

ocation 130 FT. LEFT STA 802 Prefix 508-1925-910

urpose of Hole FILL FOUNDATION INVESTIGATION

riller Bruce Beal Logged by Jim Bilderback

rill Cat-mounted Mobile B-53 Angle Vertical

asing HQ Core HQWL

rive Sampler OD 2" ID ___ Hammer Wt 140# Fall 30"

ndisturbed Sampler ___

▮	Decomposed rock (hard crushable)
▯	Mixed decomposed and weathered rock
▯	Weathered rock (color, hardness, strength, etc., modified by weathering)
X	Zone of fragmental core
▯	Mixed weathered and fresh rock
/	Bedding dip
/	Slickensides
∅	Joint

NOTES

Soft – can be scratched with fingernail
Mod Hard – can be scratched with knife, not by fingernail
Hard – difficult to scratch with knife
Very Hard – cannot be scratch with knife
Soils symbols are those of Unified Soils Classification System.

Elevation	Sample Type	Blows / Inches	N Value	Recovered / Sampled	% Recovery	Water Level	% Moisture	Depth
45	CORE	~	–	18"/66	27	30/80	16.7	
	D.S.	18/21/13/16	34	4/24	4			
	CORE			4/8	50			
	D.S.	24/13/8/10	21	2/24	8	▼		10
					0			
	C	Core + Cleanout		15/27	56			
	D.S	4/28/15/13	28*	6/24	25		17.8	
	D.S.	10/10/19/37	29	8/24	33		19.1	
	C	Core + cleanout		16/18	89			
	D.S.	13/24/44/37	70	7/24	30		19.8	20
	D.S C	15/21/23/31	44	6/24	25		18.8	
	D.S.	12/31/40/42	71	0	0			
	Core	Core + clean-out	~	28/36	79		18.3	
	D.S.	25/55	80	5/12	42		14.4	30
	CORE	—		60/60	100			
	CORE			60/60	100			

SEA LEVEL

Description	Remarks	Date
ROCK FRAGMENTS TO 5" WITH SILT (ML)		1/29/8
ROCK FRAGMENTS WITH SOFT SILT, SLIGHTLY clayey MATRIX FIRST 6" DRIVING rock fragment 2ND 6" blow count driving rock	SMALL pieces of GRAVEL CAUSING SOME Problems w/ cleaning of hole AND A FEW higher blow counts THAN ~~THE ACTUAL~~ MATERIALS Dictate –	
SHALY MATERIAL, WITH CLAYEY SILT, MEDIUM TO dark brown (~ 25%)		
ROCK FRAGMENTS WITH SILT to clayey SILT binder		
SHALE, DARK GREY TO MED. GREY – LIMY PORTIONS	R.Q.D. = 13%	
SANDSTONE, Fine-grained	R.Q.D. = 60%	
BOTTOM @ 39'-6"		

Undisturbed Sampler ____________________

Soft - can be scratched with fingernail
Mod Hard - can be scratched with knife, not by fingernail
Hard - difficult to scratch with knife
Very Hard - cannot be scratch with knife
Soils symbols are those of Unified Soils Classification System.

Elevation	Sample Type	Blows / Inches	N Value	Recovered / Sampled	% Recovery	Water Level	% Moisture	Depth	Graphic Log
45	CORE	~	—	18" / 66	27	1/30/80	16.7		
	D.S.	18/21/13/16	34	4/24 4/8	4 50				
	D.S.	24/13/8/10	21	2/24	8 0	↓		10	
	C	Core + Clean out		15/27	56				
	D.S	4/23/15/13	28	6/24	25		17.8		
	D.S.	10/10/19/37	29	8/24	33		19.1		
	C	Core + clean out		16/18	89				
	D.S.	13/24/44/37	70	7/24	30		19.6	20	
	D.S C	15/21/23/31	44	6/24	25		18.8		
	D.S.	12/31/40/42	71	0	0				
	Core	Core + clean out	~	28/36	79		18.3		
	D.S.	25/55	80	5/12	42		14.4	30	
	CORE	—		60 / 60	100				
	CORE			60 / 60	100				

Description	Remarks	Date
ROCK FRAGMENTS TO 5" WITH SILT (ML)		1/29/8
ROCK FRAGMENTS WITH FIRST 6" DRIVING rock fragment SOFT SILT, SLIGHTLY clayey MATRIX 2ND 6" blow count driving rock	SMALL pieces of GRAVEL CAUSING SOME Problems w/ cleaning of hole AND A FEW higher blow counts THAN ~~THE ACTUAL~~ ~~MATERIALS~~ Dictate —	
SHALY MATERIAL, WITH CLAYEY SILT, MEDIUM TO dark brown (~ 25%)		
ROCK FRAGMENTS WITH SILT to clayey SILT binder		
SHALE, DARK GREY TO MED. GREY - LIMY PORTIONS	R.Q.D. = 13%	
SANDSTONE, Fine-grained	R.Q.D. = 60%	

BOTTOM @ 39'-6"

SEA LEVEL

DS = drive sample C = core sample UD = undisturbed sample NS = not sampled

Hole No. 2 Sheet 1 of 1

Project So. BANK CHETCO RIVER BANK

Highway ADJACENT TO COAST HIGHWAY (HARBOR AREA) County CURRY

Location 190 FT. LEFT STA 802 + 80 Prefix 508-1925-910

Purpose of Hole FILL FOUNDATION INVESTIGATION

Driller B. BEAL Logged by JIM BILDERBACK

Drill CAT-MOUNTED MOBILE B-53 Angle VERTICAL

Casing HQ Core HQW.L.

Drive Sampler OD 2" ID ___ Hammer Wt 140# Fall 30"

Undisturbed Sampler ___

Decomposed rock (hand crushable)

Mixed decomposed and weathered rock

Weathered rock (color, hardness, strength, etc., modified by weather

X Zone of fragmental core

Mixed weathered and fresh rock

Bedding dip

Slickensides

Joint

NOTES

Soft - can be scratched with fingernail
Mod Hard - can be scratched with knife, not by fingernail
Hard - difficult to scratch with knife
Very Hard - cannot be scratch with knife
Soils symbols are those of Unified Soils Classification System.

Elevation	Sample Type	Blows / Inches	N Value	Recovered / Sampled	% Recovery	Water Level	% Moisture	Depth	Graphic Log
	CORE			2 3/6 0	37		17.1		
	D.S.	2/8/14/24	22	10/24	42	1/30/80	19.2		
	C	CLEAN OUT	—	4/12	33				
	D.S.	5/9/13/18	22	12/24	50		20.1	10	
	D.S.	7/31/85/29	66	15/24	63	▼			
	CORE			34/36	94				
	CORE			60/60	100			20	
	CORE			60/60	100				
	CORE			48/60	80			30	

Description	Remarks	Dat
2'– ROCK FRAGMENTS WITH RELATIVELY SOFT brown SILT	ROCK FRAGMENTS ~25%	1/30/80
DARK-BROWN SILT WITH ~15% ROCK FRAGMENTS	PIECE OF WOOD IN BOTTOM (11')	
BROWN SHALE – SOME RELATIVELY SOFT PORTIONS (ROCK W/ TRACES SILT) ~~SOIL ~20%~~		
SANDSTONE, NUMEROUS FRACTURES ~ 20, 70°	RQD = 37%	
HARD, DENSE VOLCANIC ROCK GREY WITH OCCASIONAL CALCITE MED. GRAINED	RQD = 67%	
SHALE, GREY TO DARK GREY BEDDING @ ~ 15°	RQD = 12%	
BOTTOM OF HOLE		

Undisturbed Sampler

Soft - can be scratched with fingernail
Mod Hard - can be scratched with knife, not by fingernail
Hard - difficult to scratch with knife
Very Hard - cannot be scratch with knife
Soils symbols are those of Unified Soils Classification System.

Elevation	Sample Type	Blows / Inches	N Value	Recovered / Sampled	% Recovery	Water Level	% Moisture	Depth
	CORE			$2^{3}/6^{0}$	37		17.1	
	D.S.	2/8/14/24	22	10/24	42	1/30/80	19.2	
	C	CLEAN-OUT		4/12	33			10
	DS	5/9/13/18	22	12/24	50		20.1	
	DS	7/31/35/29	66	15/24	63	▼		
	CORE			34/36	94			
	CORE			60/60	100			20
	CORE			60/60	100			
	CORE			48/60	80			30

Description	Remarks	Dat
2'- ROCK FRAGMENTS WITH RELATIVELY SOFT brown SILT	} ROCK FRAGMENTS ~25%	1/30/
DARK-BROWN SILT WITH ~15% ROCK FRAGMENTS	} PIECE OF WOOD IN BOTTOM (11')	
BROWN SHALE - SOME RELATIVELY SOFT PORTIONS (ROCK W/ TRACES SILT) Soil ~20%		
SANDSTONE, NUMEROUS FRACTURES ~20, 70°	R.Q.D. = 37%	
HARD, DENSE VOLCANIC ROCK GREY WITH OCCASIONAL CALCITE MED. GRAINED	R.Q.D. = 67%	
SHALE, GREY TO DARK GREY BEDDING @ ~15°	R.Q.D. = 12%	
BOTTOM OF HOLE		

DS = drive sample C = core sample UD = undisturbed sample ▨ = not sampled

9225

2-1-80

SECTION: SOUTH BANK CHETCO RIVER ROAD (UNDERPASS)
HIGHWAY: FAS-C A301
COUNTY: CURRY
PREFIX: 508-1925
RES. ENG.: RON BUSEY

LOCATION NARRATIVE AND SPECIFICATIONS

SCOPE: This is the construction of a two lane roadway with bicycle lanes under the south end of the Chetco River bridge on the Oregon Coast Highway to provide an underpass for the South Bank Chetco River Road. The purpose is to allow traffic on the South Bank county road to pass under the coast highway to get to the Harbor area. This should relieve some of the congestion now experienced in this area.

The project includes grading, paving, guardrail, drainage and rip rap material for toe support on the fills.

The southerly terminus of the project is about 400 feet southwesterly of the intersection of South Bank Road and the Oregon Coast Highway. The northerly terminus is 200 feet north of the same intersection. The intersection is located at MP 358.13 on the coast highway 0.15 miles south of Brookings city limits.

The total length of the project is 0.15 miles (779 feet).

The ADT traffic on the South Bank Road 0.02 mile northeast of the coast highway is 820 based on the 1977 count. The traffic count on the Oregon Coast Highway at the south city limits of Brookings on the Chetco River bridge is 12,000 ADT based on the 1977 count.

TYPICAL SECTION: The typical section consists of two 12 foot travel lanes and 6 foot paved shoulders to provide for bicycle lanes.

The surfacing depths are as follows:

3.0"	Class "B" asphaltic concrete
2.0"	Aggregate leveling
9.0"	Aggregate base
14.0"	Total surfacing

HORIZONTAL ALIGNMENT: The alignment consists of a loop to pass under the south end of the Chetco River structure on the Oregon Coast Highway.

The alignment has one 24° curve right with a 118° 13' central angle.

The existing South Bank Road will still be the primary route with the bypass as the alternate route.

The roadway centerline is controlled by the river and a pier on the Chetco River bridge. The alignment passes between pier 5 and 6 staying as close to pier 6 as possible. See photos 1-5 and 2-12 and sketch map #2. I also wanted the connection at each end to approach the existing county road at 90° to provide the best visibility for entering the South Bank Road. It is expected there will be a full stop before entering South Bank county road from the loop.

The county roadmaster had expressed a preference for going around the rock point just westerly of the Chetco River bridge. This point is shown in photo 2-23. He thought it would be cheaper even though longer. As a result the county commission asked us to study and make up an estimate on both alternatives. After we completed the study they selected the shorter route known as alternate #1. Attached sketch map #1 shows the two alternates.

Alternate #1 is quite a bit cheaper and there are other considerations which make alternate #2 a bad route. It would pass under old slide area which the region geologist was opposed to. See geology report. Also in taking out the cut next to the river it would have been nearly impossible to avoid getting material into the river. This would have raised serious environmental concerns. To take care of these concerns would have raised the costs even more.

We originally submitted the project with an estimate based on "L" line. This is shown on contour map. However in the area of station 5 we sat the fill on a flat area which the geology people felt was an old slide area and had recommended addition of about $80,000.00 worth of rock embankment. This put the price of the project out of reach for the county's funds. They advised we find a cheaper route or they would have to drop the project.

We studied a route between abutment #2 and pier #6. This is shown photos 1-7 and 1-8 and sketch map #2 and is designated "L 1". We presented this and the present route ("L 2") to Curry county. As it was believed "L 1" would be the least expensive they requested we go ahead with "L 1". However after further study it was discovered that a retaining wall would be needed to prevent undermining abutment #2. The cost of this wall made "L 1" more expensive than "L 2".

We contacted Curry County commissioners and received approval to submit "L 2". "L 2" is a revision of "L" which was submitted originally (see sketch map #2). We pulled the north end of the project away from the slide area and eliminated the need for rock embankment. This encreased the general excavation but by reducing the width of the section and other measures we were able to bring the total cost within the county's means

VERTICAL ALIGNMENT: The grades vary from a -0.45% to +14% to connect to the South Bank Road. The minus grade at the beginning of the project is necessary to carry the drainage to the cross culvert at sta. 2+40.

Also the grade was kept low to keep the fill toes from catching below extreme high water. This we determined to be elevation 18.0.

The county is not concerned about the 14% grade as the existing grade from the Coast Highway to the east is 14% for a short distance. The only way the grade could be reduced is to extend the project up the South Bank Road. This would involve purchase of property with structures and extensive additional grading. This area is shown in photo 1-23.

Because of expected low speeds and type of traffic (boat and house trailers) I used 0.02/foot super throughout the project.

EARTHWORK: There is approximately 22,910 cubic yards of general excavation on the project. Almost all the excavation is in the large cut between stations 0+13 and 2+40. Photos 1-15, 2-5 and 2-8 show the general area.

The region geologist feels that about 75% of the material can be removed by ripping. There are some hard materials showing so he feels some shooting may be required.

The geologist recommends 1½:1 cut slopes be used to keep slides to a minimum. He feels that much of the material will be loose and will not stand steeper.

The geologist feels that since most of the material between sta. 2+50 and sta. 5+50is fill, placed when the Coast Highway was constructed, our new fills should be limited to 10 feet or so. He agreed to a higher fill if we added a 13' X 3' toe support using class 700 rip rap to all fills in this area.

There will be about 12,700 cubic yards of excess material. Some of the material can be disposed of in the immediate area. We estimate some flattening of slopes could be done in some areas under and to the west of the bridge. I also estimate that a possible 1,000 cubic yards can be disposed of in flat area to the west of the bridge. This is shown in photos 2-9 and 2-12. The project assessment said there may be some areas in the vicinity that may be used for disposal. I recommend that all excess material become the property of the contractor to be disposed of in a manner suitable to the engineer.

MATERIALS: All aggregate materials may be obtained from local commercial sources. Some possible sources are as follows:

Bankus Quarry - eight miles up North Bank Road. It is located in NW¼ of Section 24, T. 40 S., R. 13 W. Lab # 73-28368. Basalt rock.

Brookings Plywood Quarry. The material is light colored igneous. Lab #73-28369. Located 3/4 mile up Carpenterville Road in NW¼,NE¼ of Section 25, T. 40 S., R. 14 W. About 3.9 miles haul.

Those two sources are for the rip rap material.

Possible sources for the crushed aggregate and paving aggregates are:

Freeman Bar and Upper Freeman Bar. Source #8-94-3. Qualified on the Thomas Cr. - Brookings Section

MacKenzie Bar. Source #8-21-3. Qualified on the Thomas Cr. - Brookings Section.

RIGHT OF WAY: Most of the property traversed by the project belongs to the State Highway Commission. There is one property at the north end of the project that will have to be purchased. Since the damage to the remainder may exceed the cost of the property the entire parcel may have to be purchased.

STRUCTURES: The project will have no effect on the existing Chetco River structure. The clearance is 27 feet above the finish grade of the bypass.

GUARDRAIL: Type 2A guardrail is provided for in the fill area. This on the river side of the proposed roadway which is on the outside of the curve. The fill is 10 feet and more throughout the project and range from 1½:1 to 2:1 and should someone go over the bank they could land in the river.

DRAINAGE: Because of the 14% grade and the fact the roadway is supered through most of the length we included drainage curbs in the fill area on the low side to collect the runoff and prevent erosion on the fill slopes. The runoff is collected in a G-1 inlet and carried under the roadway in an 18 inch culvert. A ditch carries the water to the river and is lined to prevent erosion with 6" - 0 ditch lining material. The riverbank is rip rapped and so no additional erosion prevention measures are needed. Photos 2-10 and 2-11 show the existing river bank.

The 18 inch culvert extends through the fill to collect runoff behind the fill and from the ditch on the cut section.

There is existing 12 inch perforated pipes to the west of the bridge. There is also a culvert but we couldn't find where the inlet is. Since there is no cut in this area we felt this work would not disturb the existing culverts and drains. They are shown on the detail map as we found them on an "as constructed" map.

The area between sta. 3 and sta. 7 is wet all the time so we have shown 8 inch perforated drain to be installed in the area. Photos 1-2 and 1-3 shows the area. We also discharge this pipe into the river in a rip rapped area.

The G-1 inlet to collect the water from the drainage curbs is offset so that it will not present a hazard to bicycles and still be able to use a standard grate. Because of the velocity of the water on a 14% grade we felt the special grate may not handle the water in a heavy rain.

PERMANENT SIGNING & STRIPING: The permanent signing and striping will be done by county forces upon completion of the project.

TEMPORARY PROTECTION & DIRECTION OF TRAFFIC: Most of the work will be off the existing roadway and away from traffic. Some flagging and signs will be required when connecting or working at each end of the project.

There are no special or unusual problems.

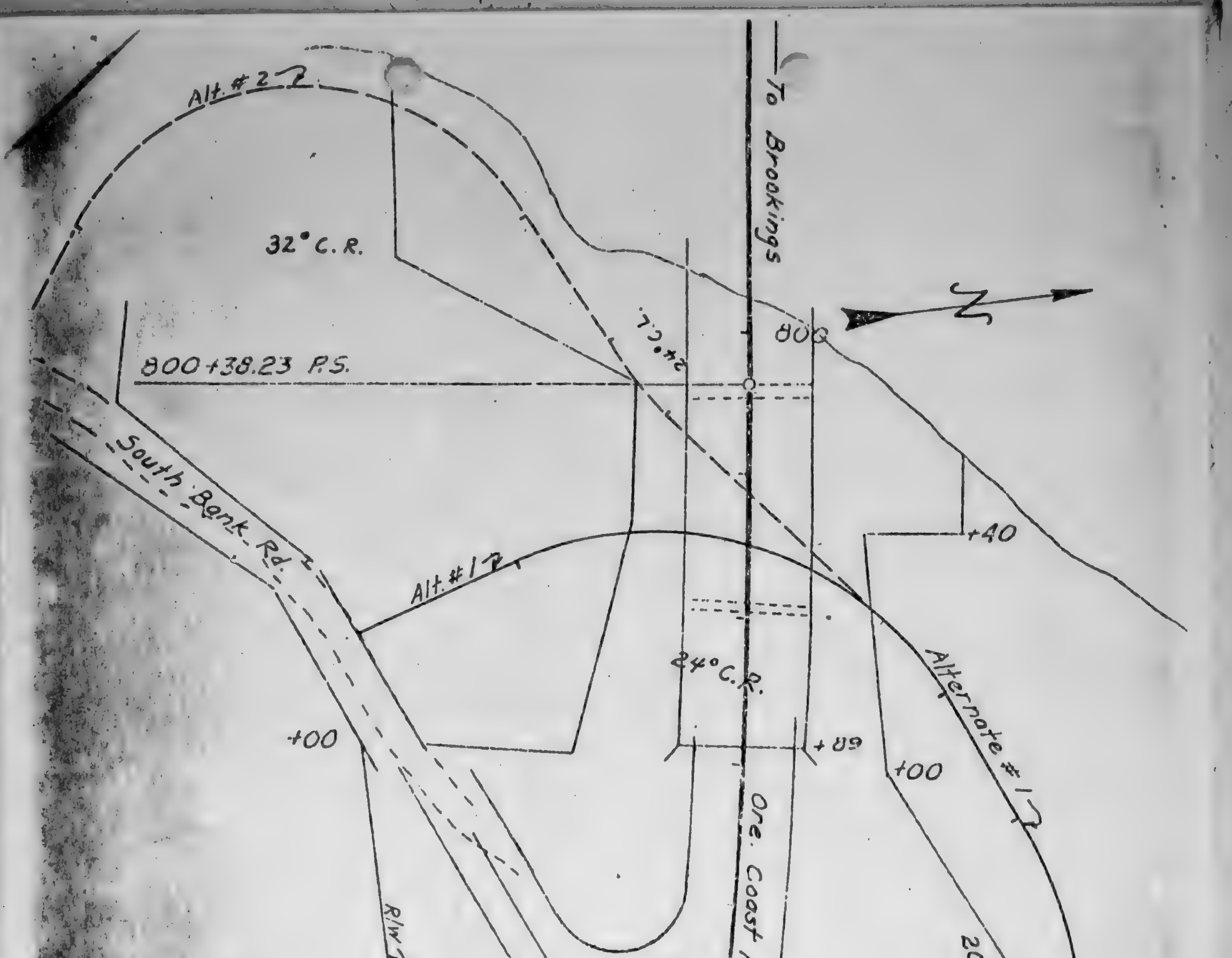
UTILITIES: There is power, telephone, water and sanitary sewer facilities located in the project area. It appears we may be able to avoid conflicts with all but some power lines on the east end of the project.

Sanitary sewer. There are lines under or near both ends of the project but they should be deep enough to avoid conflict. There is an electrical conduit in the trench with the sewer line. It is to provide power for pumping station. It will be in the clear.

Water lines. There are water lines in the vicinity of both ends of the project but are out in the existing pavement. A 10 inch main passes close to the construction area on the north end and care should be taken when excavating in that area.

Power. Poles between sta. 6+00 and sta. 7+79 will have to be adjusted.

Telephone. There are telephone lines in the area but are clear of the work areas.


To Brookings
Alt. #2
32° C.R.
24° C.L.
800
800+38.23 P.S.
South Bank Rd.
Alt. #1
+40
24° C.R.
Alternate #1
+00
+89
+00
Ore. Coast Hwy.
R/W
20° C.R.
+35
805
+25
807+16.80 P.S.C.
+25
+16.80
OREGON
S. BANK
Alter
Ron

9285

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

January 2, 1980

FILE: PRO 6

Jack Ayres

FROM: JACK AYRES
Regional Federal-Aid Engineer

SUBJECT: South Bank Chetco River
Road Undercrossing
Curry County (FAS-A301)

TO: MEMO TO THE FILES

I discussed the proposed project by phone this date, 1/2/80, with two of the three Curry County Commissioners. This conversation was based on new data furnished by Ronald Busey, Resident Engineer. The following information was furnished the Curry County Commissioners with their responses:

1. Ron stated, based on new cost figures from cost analysis in Salem and a higher than anticipated retaining wall cost on the shorter of the two alternates presented to the Curry County Commission, both alternatives now cost approximately the same. The additional earthwork on one alternate is offset by the cost of the retaining wall on the other.

2. The project cost of either alternate is about $285,000.00.

The longer alternate recommended by Ron Busey is acceptable to Curry County, as is the $285,000.00 cost. Curry County says to proceed as quickly as possible.

ja/cp

cc: D.H. Moehring
B.E. Brown
Ron Busey

C.C. - J.H. Versteeg
Walt Hart

9285

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
December 6, 1979

Jack Ayres

FROM: JACK AYRES
Regional Federal-Aid Engineer

SUBJECT: South Bank Chetco
River Road U'xing
Curry County

TO: MEMO TO THE FILE

A meeting was held Monday, December 3, 1979, between Highway Division personnel and the Curry County Board of Commissioners to discuss the subject project.

Due to possible slide potential to the roadway in the original location project and the added costs required for protection to correct this slide potential, the cost became more than Curry County could handle. This topic had been discussed with Curry County prior to Monday's meeting and Ron Busey, who did the location on this project, had prepared two alternate routes to present to the county. Both alternatives indicated a savings of approximately $100,000 by eliminating the slide potential through a new location placing the new roadway off of slide prone material. The alternate selected and approved by the Curry County Board of Commissioners is shorter, grades are similar to those of the original location and the cost is in the neighborhood of $250,000 based on the same prices used in the original location estimate. Curve alignment is a little tighter, but should present no problem as speeds will be slow anyway. This particular alignment selected will pass under the end bent of the Chetco River Bridge. Adequate clearance is available, but minor grade adjustments will have to be tried both for earthwork waste and for lateral loading against the existing bridge pier. If this loading presents a problem (there will be 6 to 8 feet of fill at the pier) a retaining wall is being considered.

Right of way will involve the same property as the original location only the taking will be somewhat different.

The revised field location should be back in Salem the first part of January 1980.

ja/cp
cc: D.H. Moehring
J.H. Versteeg
F. Terpin
Walt Hart
Bill Brown
Ron Busey
Eugene Ash
Neil Flanagan
Gerald Parker

PROJECT [illegible] AGEMENT BRANCH
REFERRED TO HAL
FOR
FILE: FM FA LG.

STATE OF OREGON **INTEROFFICE MEMO**

ROAD DESIGN SECTION
DEPT.

378-6558
TELEPHONE

DATE: December 5, 1979

TO: MEMO TO THE FILE

FROM: DnStoudenmeyer
Donald Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: S. Bank Chetco River Rd. U'xing FAS-C
Oregon Coast Highway
Curry County

On December 4, 1979, Ron Busey, Resident Engineer, telephoned and requested that the subject project be returned to the field for reworking. Apparently the cost estimate is overrunning the funding available, and the County has asked that the job be downscoped.

DNS:cj

cc: Project Management
F. Terpin
Bud Shirley
Ron Busey

Don
Please call
Hal

1 Versteeg
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trom
Wakering

RECEIVED

DEC 06 1979

ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

DnH

9285

9

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: J. H. Versteeg
Road Design Engineer

ATTN:
D. N. Stoudenmeyer

DATE: October 8, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: South Bank Chetco River Road Underpass
Oregon Coast Highway
US101 Highway No. 9 M.P. 358.13
Curry County

As requested, this office has reviewed the proposed design with regard to a traffic analysis.

The leg south of US101 is now carrying one-way traffic away from US101. When this grade separation is completed, the traffic can again be returned to two-way operation. Also, to make this proposal practical, a physical divider must be placed down the median on US101.

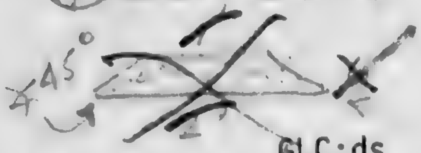
The flow will be unbalanced on the new loop under the bridge. Some 600 vehicles per day will proceed northerly and some 1,600 will drive in the opposite direction.

The angle of approach of the connections at both ends at South Bank Chetco River Road appears reasonable.

Signing will have to be somewhat complicated but not impossible. Some out of direction travel will be required.

From a traffic engineering standpoint, this is an acceptable design, if a median barrier is incorporated.

10-22-79
DOC ok'd barrier as shown
[illegible]



L. E. George
Traffic Engineer

GLC:ds
Attachment ~~(Type C-1~~ ~~[illegible])~~

45 ramps at both ends

cc: Alfred Shirley, Jr.

[illegible]

Type A Traffic Separator as per Hal V.
10-26-79

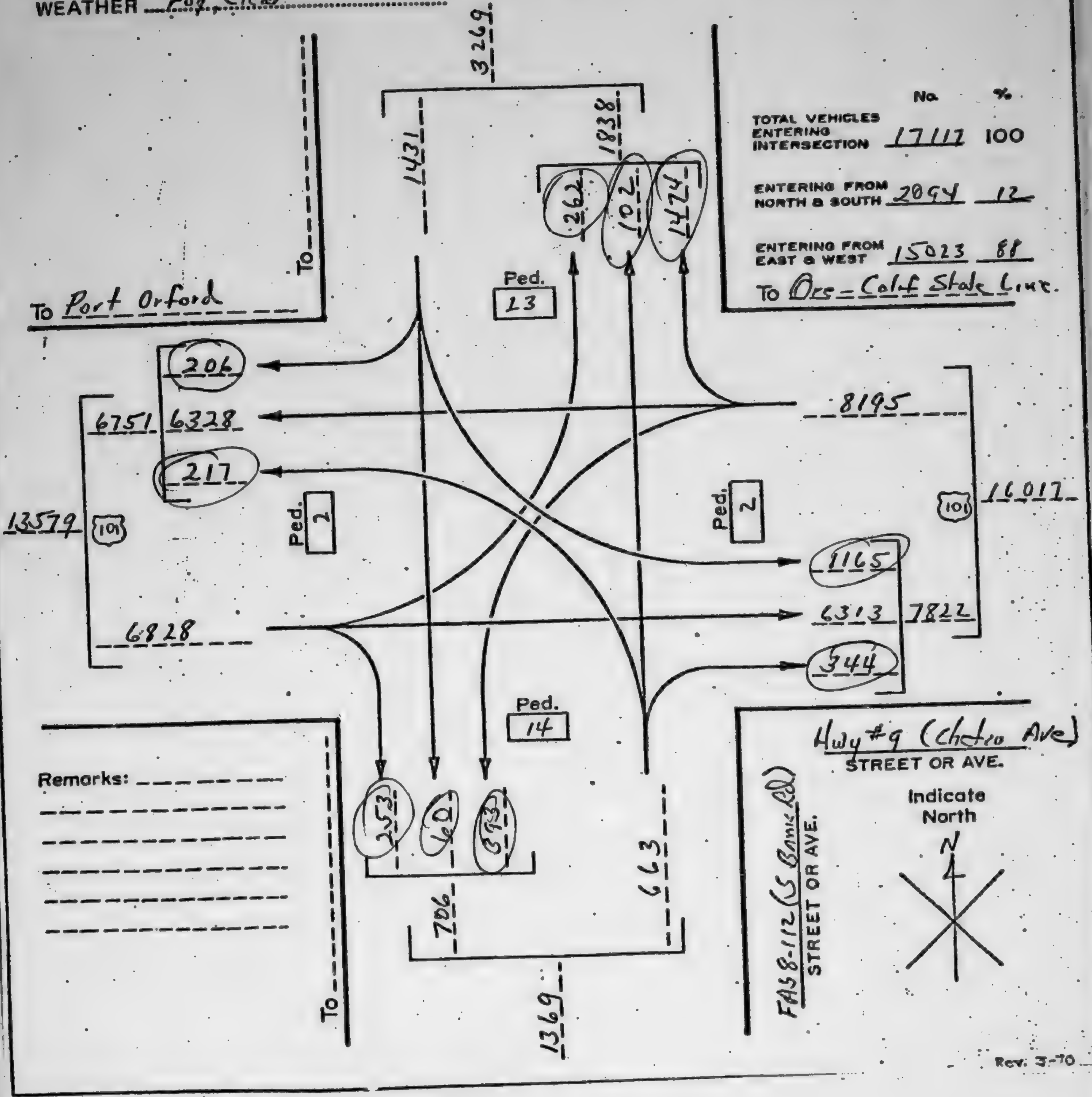
1 Versteeg ✓
Anderson
Christensen
2 Olson [illegible]
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 09 1979
ROAD DESIGN SECTION

Don
Dick
Do Not File ☐
Return To
Bring Up / /
Action

DATE Aug 30 & 31, 1976
DAY OF WEEK Mon & Tu[illegible]
ACTUAL COUNT (VEH.) [illegible] HRS.
HOURS COUNTED 6A - 10 P
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6A - 10 P
WEATHER Fog, Clear

CITY OR COUNTY Brookings
INTERSECTION OF Oregon Coast Hwy #9
(Chetco Av[illegible] US101) @ FAS08-112
(South Bank Rd
MILE POST 358.13 & 0.00
CLASSIFICATION All Vehicles


3269
1431
1838
262
102
1474
Ped.
23
To
To Port Orford
206
6751
6328
217
13579
101
Ped.
2
Ped.
2
8195
16017
101
1165
6313
7822
344
6828
Ped.
14
253
60
393
706
663
1369
To

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	17117	100
ENTERING FROM NORTH & SOUTH	2094	12
ENTERING FROM EAST & WEST	15023	88

To Ore - Calif State Line.

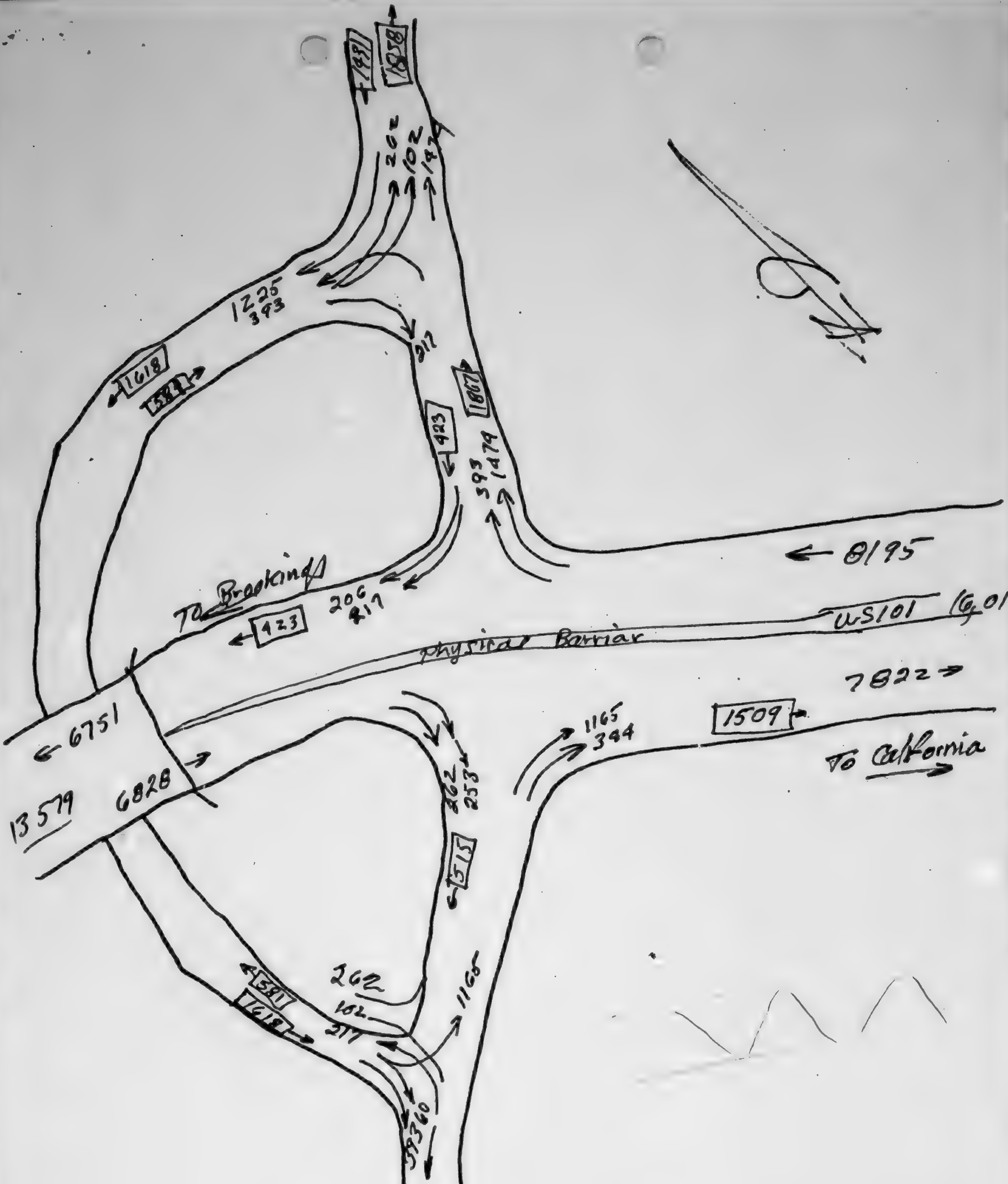
Hwy #9 (Chetco Ave)
STREET OR AVE.

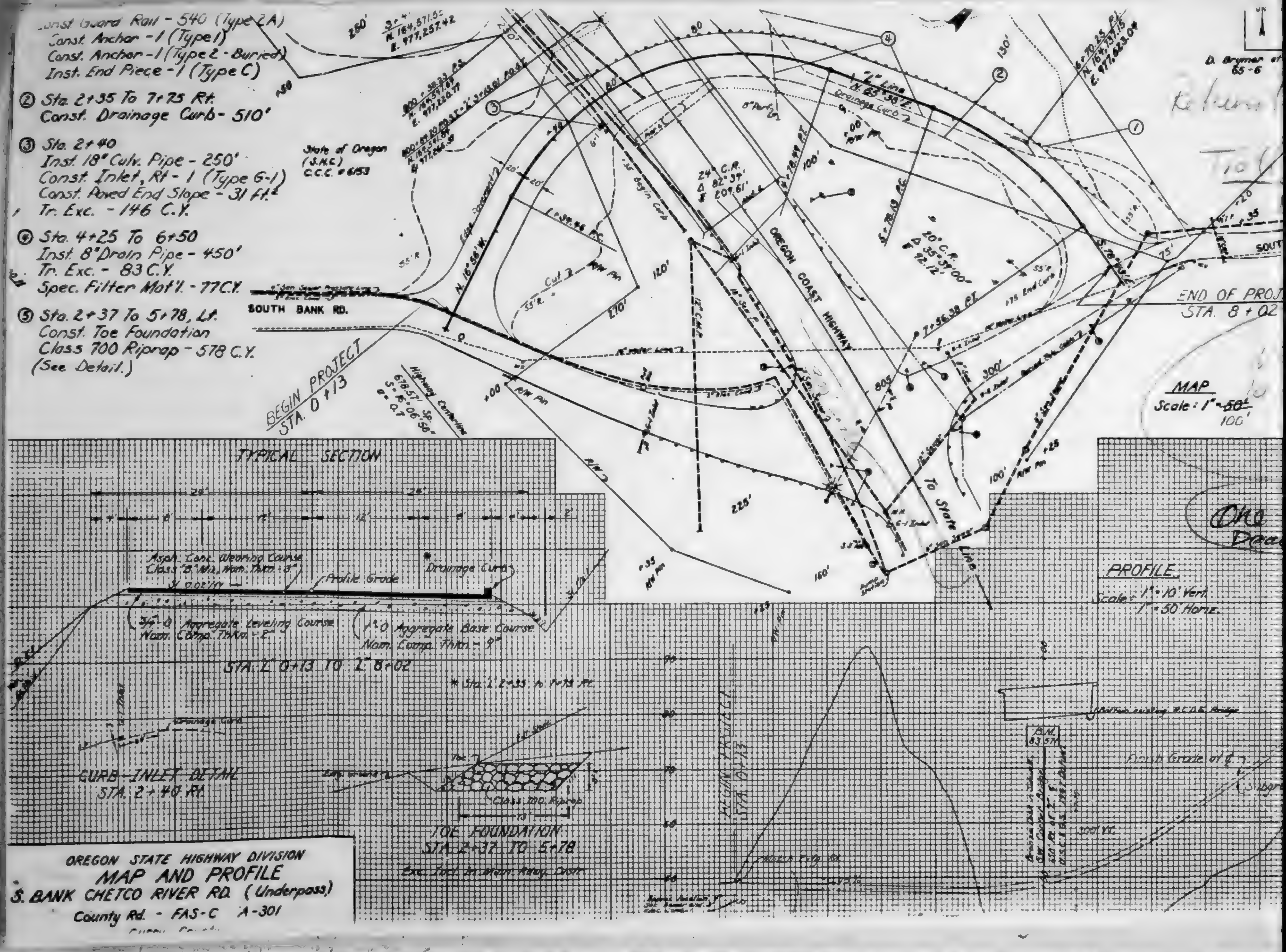
FAS8-112 (S Bank Rd)
STREET OR AVE.

Indicate North
N

Remarks:

Rev. 3-70


1481
1858
202
102
1479
1225
393
212
1618
584
1807
423
393
1479
To Brookings
206
217
423
8195
US101
16,01
Physical Barrier
7822
6751
1165
344
1509
To California
13579
6828
262
253
515
262
102
217
1165
393
360
855



250'
3+4'
N. 164,571.55
E. 977,257.42
+50
100+38.23 P.S.
N. 164,547.64
E. 977,220.77
100+84.20 P.O.S.T. = L 3+13.01 P.O.S.T.
N. 164,541.84
E. 977,266.51
State of Oregon
(S.H.C.)
C.C.C. #6153
SOUTH BANK RD.
BEGIN PROJECT
STA. 0+13
678.57' Sp.
S = 16°06'50"
θ = 0.7
Highway Centerline
55' R
Edge Pavement
20'
N. 16°56' W.
1+34.46 P.C.
Cut
R/W Pin
55' R.
270'
120'
+00
R/W
225'
+35
R/W Pin
160'
80'
80
Begin Curb
24° C.R.
Δ 82°34'
L 209.61'
12" C.M.P.
OREGON COAST HIGHWAY
To State Line
4+78.49 P.T.
100'
"L" Line
N. 63°38' E.
Drainage Curb
+00
R/W Pin
5+78.13 P.C.
20° C.R.
Δ 35°37'00"
L 92.12'
7+56.38 P.T.
+75 End Curb
55' R
300'
805
130'
6+70.25 P.I.
N. 164,737.15
E. 977,623.04
55' R.
75'
+20
+35
SOUT
END OF PROJ
STA. 8+02
100'
R/W Pin +25
D. Brymer et
65-6
MAP
Scale: 1" = ~~50'~~ 100'
TYPICAL SECTION
24'
25'
4'
8'
12'
12'
8'
4'
2'
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. - 3"
0.02'/ft
Profile Grade
Drainage Curb
3/4"-0 Aggregate Leveling Course
Nom. Comp. Thkn. - 2"
1"-0 Aggregate Base Course
Nom. Comp. Thkn. - 9"
STA. L 0+13 TO L 8+02
* Sta. L 2+35 to 7+75 Rt.
Drainage Curb
CURB INLET DETAIL
STA. 2+40 Rt.
Toe
Class 700 Riprap
13'
TOE FOUNDATION
STA. 2+37 TO 5+78
Exc. Toe in Main Rdwy. Drch.
PROFILE
Scale: 1" = 10' Vert.
1" = 50' Horiz.
BEGIN PROJECT
STA. 0+13
B.M.
83.57
300' V.C.
Finish Grade of ℄
Subgra
90
80
70
60
50

onst. Guard Rail - 540 (Type 2A)
Const. Anchor - 1 (Type 1)
Const. Anchor - 1 (Type 2 - Buried)
Inst. End Piece - 1 (Type C)

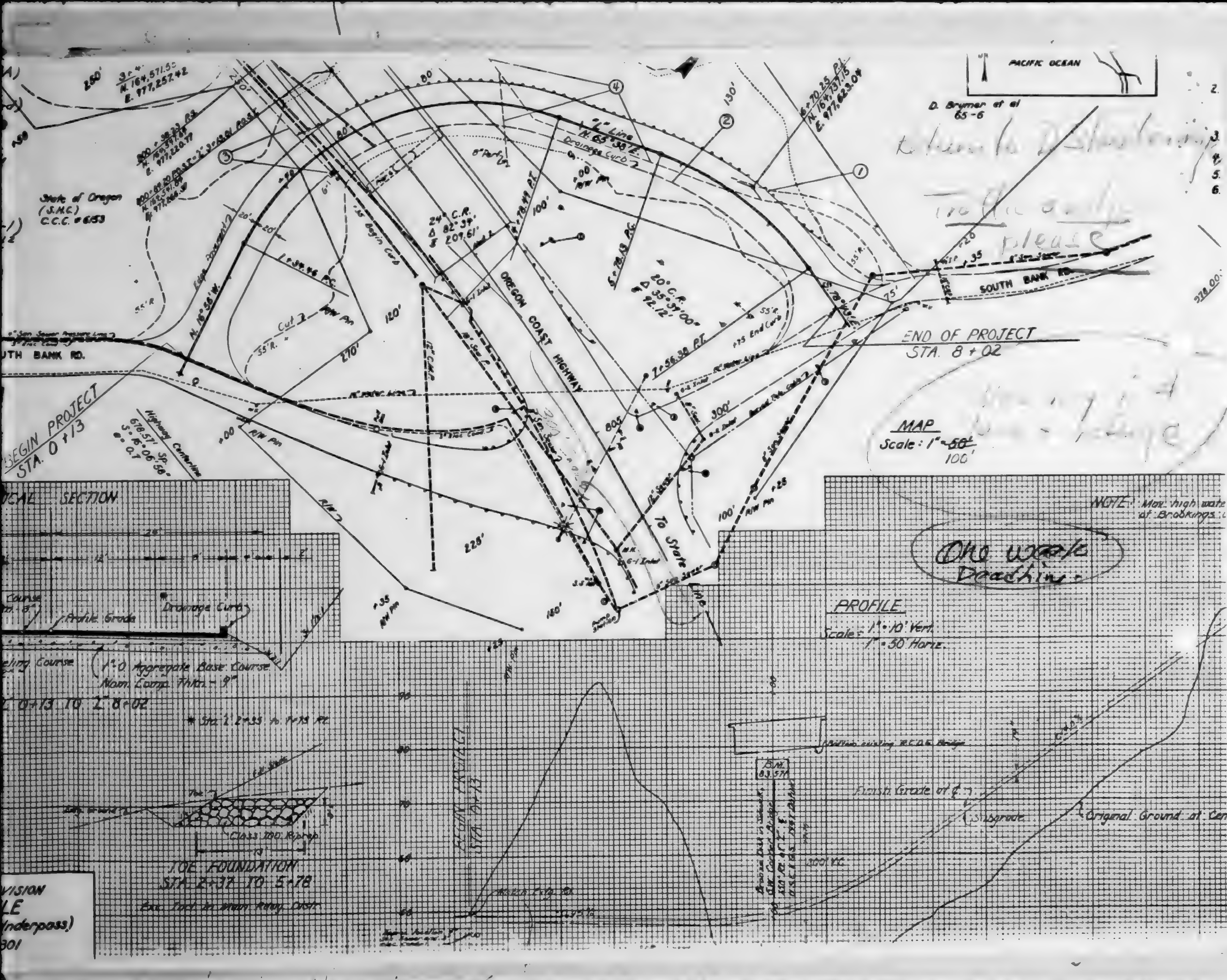
② Sta. 2+35 To 7+75 Rt.
Const. Drainage Curb - 510'

③ Sta. 2+40
Inst. 18" Culv. Pipe - 250'
Const. Inlet, Rt - 1 (Type G-1)
Const. Paved End Slope - 31 ft.²
Tr. Exc. - 146 C.Y.

④ Sta. 4+25 To 6+50
Inst. 8" Drain Pipe - 450'
Tr. Exc. - 83 C.Y.
Spec. Filter Mat'l. - 77 C.Y.

⑤ Sta. 2+37 To 5+78, Lt.
Const. Toe Foundation
Class 700 Riprap - 578 C.Y.
(See Detail.)

OREGON STATE HIGHWAY DIVISION
MAP AND PROFILE
S. BANK CHETCO RIVER RD. (Underpass)
County Rd. - FAS-C A-301
Curry County


PACIFIC OCEAN
D. Brymer et al
65-6
State of Oregon
(S.H.C.)
C.C.C. # 6153
N. 164,571.55
E. 977,257.42
N. 16°56' W.
N. 65°30' E.
Drainage Curb
24° C.R.
Δ 82°34'
ℓ 209.61'
20° C.R.
Δ 35°37'00"
ℓ 92.12'
5+78.13 P.C.
7+56.38 P.T.
N. 164,737.15
E. 977,623.04
OREGON COAST HIGHWAY
To State
SOUTH BANK RD.
UTH BANK RD.
BEGIN PROJECT
STA. 0+13
Highway Centerline
END OF PROJECT
STA. 8+02
MAP
Scale: 1" = ~~50'~~ 100'
OCAL SECTION
Drainage Curb
Profile Grade
1" - 0 Aggregate Base Course
Nom. Comp. Thkn. - 9"
0+13 TO 8+02
* Sta. 2+35 to 7+73 Pt.
Class 100 Riprap
TOE FOUNDATION
STA. 2+37 TO 5+78
PROFILE
Scales: 1" = 10' Vert.
1" = 50' Horiz.
B.M.
83.57
Finish Grade of ℓ
Subgrade
Original Ground at Cen
NOTE: Max. high wate
at Brookings
VISION
LE
Underpass)
301
2.
3.
4.
5.
6.

One week Deadline

please

9285

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
October 2, 1979

FILE: PRO 6

Jack Ayres

FROM: JACK AYRES
Regional Federal-Aid Engineer

TO: MEMO TO THE FILES

SUBJECT: S. Bank Chetco River U'Xing
S. Chetco River Road (FAS-A301)
Curry County

I talked this date, October 2, 1979, with the office of Charley Warren. I was told that the Curry County Board of Commissioners has approved funding for this project at the present estimated cost of $275,000.

ja/cp

cc: D.H. Moehring ✓
B.E. Brown
Ron Busey
Larry Hart

PROJECT MANAGEMENT BRANCH
ASHE ☒ STE ☐
PLE ☐ RE ☑ PRE ☑
OCT 4 1979
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9285

2.

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION** 9-18-79	FEDERAL AID PROJECT NO. RS-A301(1) STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. 80382	COUNTY NAME Curry PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

orig to

RECEIVED
STATE HWY [illegible]
SEP 24 '79
REFER TO Mochring

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 9-7-79	FEDERAL ROUTE NUMBER Secondary A301 STATE ROUTE NUMBER County Road

GENERAL LOCATION:

South Bank Chetco River Road U'Xing

GENERAL DESCRIPTION OF WORK:

PS&E Preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of September 10, 1979, you are now authorized to proceed with PS&E preparation for the subject project at a TEC of $3,000 with Federal participation limited to $2,570.

DATE 9-18-79	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-721-815

9225

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 10, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project No. RS-A301(1)
S. Bank Chetco River Road U'Xing
Curry County

Your letter of March 27, 1979 concurred in a nonmajor action classification for the subject project based on a revised project assessment. However, at the time, we inadvertently overlooked requesting authorization to proceed with the PS&E preparation phase of preliminary engineering.

I hereby request your authorization as of March 27, 1979 to proceed with the PS&E preparation phase of preliminary engineering at an estimated total cost of $3,000 with an obligation of $2,570 in federal funds.

CL:dmc
cc: H. Reynoldson

Form 734-3122

9285

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

RECEIVED
STATE HWY ENGR
MAY 10 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H. S. COULTER

May 9, 1979

In Reply Refer to File No.: PRO 6

Shirly VanLoo, Chairman
Curry County Commission
Curry County
Courthouse
Gold Beach 97444

RE: South Bank Chetco Rd.

Dear Ms. VanLoo:

I have been informed that the Curry County Commission, during a May 7th, meeting took action to return South Bank Chetco River Rd. to two-way traffic. We are very disappointed that this action has been taken.

Because of complaints from the public, previous county commissioners, and numerous accidents involving vehicles entering US 101 from South Bank Rd., a traffic signal investigation was made of the intersection. The results indicated low warrants which meant there was little likelihood of obtaining funding for signal construction. An alternative, suggested by local resident, Mr. E.H. Stuart, to restrict South Bank Rd. from US 101 to Harbor to one-way traffic appeared very logical then and still does.

On November 10, 1977 the Oregon Transportation Commission entered into an agreement, (Miscellaneous Contracts and Agreements No. 6225), with the Curry County Commission for a traffic signal installation at the intersection of Shopping Center Avenue and US 101. Item 2 under "THINGS TO BE DONE BY THE STATE" in that agreement called for the following:

> 2. State shall, at County's expense, lay out and paint lane lines and pavement markings on that portion of the South Bank Chetco River Road lying outside State jurisdiction, approximately as shown on the attached Exhibit A. Said road shall be designated as one-way westerly, and become operational simultaneously with the traffic signal equipment.

A location project has recently been completed that provides for a connection between South Bank Rd. and US 101 via a new route under the south end of the Chetco River Bridge. This would allow northbound traffic from S. Bank Rd. to cross under US 101 and enter with a right turn which would eliminate the type of accidents that were occurring when S. Bank Rd. was operating as a two-way facility.

In the interests of safety and because the above "by-pass" will likely be a reality in approximately two years, I strongly urge you to reconsider your recent action and retain the present one-way flow in S. Bank Rd. Our legal council advises us that in the event of liability resulting from some future accident attributed to two-way traffic, the County's position would not be favorable.

I am enclosing accident information and other material that were the basis for our joint decision to establish one-way traffic on S. Bank Rd. Again, I urge that you reconsider your recent action.

Cordially,

Original Signed by Alfred Shirley, Jr.

ALFRED SHIRLEY, JR.
Regional Engineer

AS/JXW/ib
Encl.

cc: ✓H.W. Coulter
Jack Sollis
B.E. Brown

9285

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 27, 1979

In reply refer to: HFO.3-OR

SUBJECT: Revised Project Assessment
Oregon Project RS-A301(1)
S. Bank Chetco River Rd. U-Xing
S. Bank Chetco River Road
Curry County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section, ODOT

The subject revised project assessment submitted with your March 29, 1979, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur that a noise study report is required.

4/25/79
- Talked to Cam Gilmore about this said he would look into

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green
for

cc:
ODOT (Proj Mgmt)
OSHD (Reg 3, Env)

Environmental Section
March 29, 1979

cc: D. H. Moehring (1) - Project Management
J. B. Boyd (3) - Right-of-Way
L. E. George - Traffic
W. J. Hart - Structures
C. T. Keasey - Construction
J. H. Versteeg (4) - Engineering
F. E. Terpin (3) - Location
George Bell - Public Affairs
Surfacing Design - Lab Bldg.
Alfred Shirley - Region 3 Engineer
D. E. Brown - District 7 Engineer
Elliott Parker - Region 3 Geologist
Gerald Wimer - Project Management
B. L. Gifford (2) - Project Management
John Grassman, Region 3 Environmentalist

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Revised)

RS-A301(1)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date March 2, 1979

Section S. Bank Chetco River Rd. U-Xing

Unit (if appl) NA

County Curry

City Brookings - Harbor

Highway S. Bank Chetco River Road

State Hwy. No. FAS A301

Termini: M.P.(if appl) 357.98 on Hwy. 9

Length 800 feet

Region III

Construction Estimate $300,000.00
Program Amount
FAS-C Funding

B. Purpose of Project: To eliminate the traffic problem created by heavy traffic loading at the intersection of U.S. 101 and South Bank Chetco River Road.

C. Origin & History of Project: Prior to the realignment of U.S. 101 in this area, traffic volume and speed were not as great as at the present time. Due to the escalation of development in this area and the high rate of speed U.S. 101 can now accommodate, the intersection cannot safely handle the traffic load.

D. General Description of Project: The project would provide an underpass and connections which would eliminate the need for traffic to cross U.S. 101 at its intersection with South Bank Chetco River Road. Traffic would be routed under the existing bridge and would be connected with the Shopping Center Ave. intersection.

Alignment: New XX Existing ____ Combined ____

Typical Section: Existing: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes 2; Med. None; Shldrs. 8' pave; Parking No

Traffic: Existing Facility: Existing ADT 820; Projected ADT ____; Yr. ____

Existing Level of Service ____

Proposed Facility: Projected ADT 1500; Yr. upon completion

Projected Level of Service ____

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 1

Acres 2.0; Type of Relocation Req. None; No. ---

Materials Source, Borrow, Waste Disposal Requirements, if any: The project would involve about 21,000 cu. yds. of excavation, of which 18,000 cu. yds. is required for embankment. The south approach to the former Chetco River Bridge has been identified as a possible waste site for the excess 3,000± cu. yds. The heavy stone embankment material recommended for toe support could come from Bankus Quarry (8 miles up North Bank Road) or Brookings Plywood Quarry (3/4 mile up Carpenterville Road). Paving and base aggregates would likely come from local commercial sources.

Type of Structure(s): No structure will be built and no modification to the Chetco River Bridge is thought necessary.

Brief Description of River or Stream and Type of Involvement, if any: The river bank in the project area is rather steep and rip rapped up to about the extreme high water level.

No stream involvement is anticipated.

Local City, County or COG priorities of project:

High on Curry County priority list.

FHWA and/or OSHD approvals given, if any:

Approval given for preliminary engineering 9/5/78.

Location or Design Alternatives (identify and describe):

None as presently designed. Scope of project and existing setting largely limit any options.

Other Descriptive Information or Comments:

Due to the magnitude of the project and Curry County's relatively limited FAS-C funds, the immediate application is essentially for P.E. Nonetheless, the county is requesting a 5 year advance on its future funding allocations with which to construct the proposal.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project is situated on the south bank of the Chetco River in the vicinity of the existing Chetco River Bridge. This location is about 4/5 mile inland from the river mouth.

Again, the river bank is steep. Immediately southwest of the bridge a large rock knob or stack fronts directly on the river.

Much of the area has been cleared of vegetation for previous roadway and bridge construction. Remaining vegetation is dominated by bigleaf maple, myrtle, Sitka spruce, thimbleberry, etc.

2. Cultural:

Development surrounds the project in all directions, but only in the distance. Given the setting of the immediate project vicinity - under the Chetco River Bridge - there is no private development on the project site.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Most of the project would be on land now owned by the state but one parcel of privately owned, undeveloped land is necessary for the proposed design. This would require the entire tax lot because the remaining parcel would be unusable.

2. Estimated Impact on Traffic Patterns:

Traffic flow would be greatly improved with a smoother transition both to and from US 101. Since this would be a new facility, traffic control would not be a problem during construction.

Consequences--Air Quality, Noise, Safety, etc.:

Air quality and safety are expected to improve. Safety and continuity of flow are the prime reasons for the project.

3. Estimated Impact on Land Use:

One site with possible development potential would be lost. Transportation use of land already in state ownership would be intensified.

Consequences:

Minimal.

4. Expected Impact on Natural Ecological Resources:

The major impact would result from the new fill and large cut at the westerly end of the project. This would leave a barren and scarred appearance for some time. The high rock stack and its vegetation would partly screen the cut however. Significant vegetation, on a local scale, would also be cleared
No wetlands would be affected.

Consequences:

Minimal.

5. Expected Impact on Cultural and Scenic Resources:

The project vicinity would have a scarred appearance during and after construction. It would be left neat and orderly, but rather barren.

A cultural resource survey may be required.

Consequences:

In time some vegetation would reappear, project lines would soften. The excavation in the large rock cut would appear unfinished for a long period of time. New ramps and connections can be largely made to fit and blend in with existing structure.

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

County feels there is some potential for conflict from people advocating traffic signals on US 101 as more complete solution.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No conflict.

b. Noise Standards Noise is not a problem in this location at this time, but passing an estimated ADT of 1500 vehicles under the bridge might create some new noise potentials. A noise study report is required.

c. Water Quality Standards

No conflict.

d. Area Land Use and Transportation Plans, and Zoning

Essentially consistent.

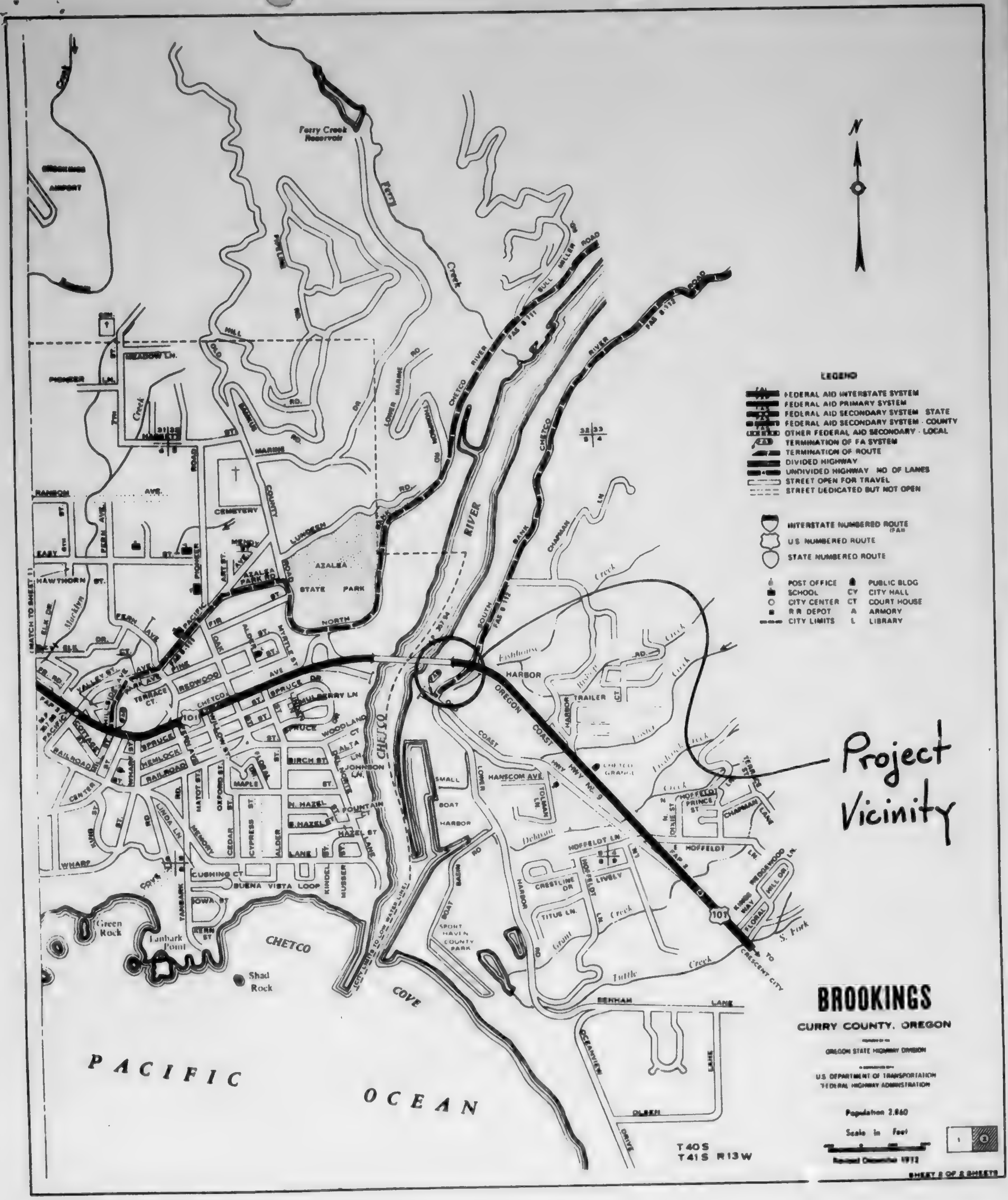
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The project would involve only a minor amount of additional right-of-way, would avoid encroachment into the adjacent estuary and does not require the relocation of homes or businesses.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4

Project Vicinity
N
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
PUBLIC BLDG
SCHOOL
CY CITY HALL
CITY CENTER
CT COURT HOUSE
R R DEPOT
A ARMORY
CITY LIMITS
L LIBRARY
Ferry Creek Reservoir
Ferry Creek
CHETCO RIVER
CHETCO RIVER
NORTH BANK CHETCO RIVER ROAD
SOUTH BANK CHETCO RIVER ROAD
BULL MILLER ROAD
AZALEA STATE PARK
CEMETERY
LUNDEEN RD.
MARINE DR.
LOWER MARINE RD.
OLD COUNTY ROAD
PIONEER
MEADOW LN.
HAWTHORN ST.
RANSOM AVE.
EASY ST.
FERN AVE.
PACIFIC
VALLEY ST.
PARK AVE.
TERRACE CT.
REDWOOD
CHETCO
101
SPRUCE
HEMLOCK
RAILROAD
COTTAGE
CENTER
WHARF
FIR
OAK
ALDER
MYRTLE ST.
SPRUCE DR.
MULBERRY LN.
WOODLAND
ALTA
BIRCH ST.
MAPLE
JOHNSON LN.
FOUNTAIN ST.
N. HAZEL
S. HAZEL ST.
HAZEL ST.
CEDAR ST.
CYPRESS
ALDER
LANE
KINDEL
MUSSER
LINDA LN.
MEMORY
OXFORD ST.
CUSHING CT.
BUENA VISTA LOOP
TANBARK
IOWA ST.
KERN ST.
Green Rock
Tanbark Point
Shad Rock
CHETCO COVE
SMALL BOAT HARBOR
LOWER HARBOR
BOAT BASIN RD
SPORT HAVEN COUNTY PARK
HARBOR
OREGON COAST HWY NO. 9
HANSCOM AVE.
TOLMAN LN.
CHETCO GRANGE
HOFFELDT LN.
HOFFELDT
CRESTLINE DR
LIVELY
TITUS LN.
HARBOR
TRAILER CT.
Grant Creek
Tuttle Creek
Eastbrook Creek
Chapman Creek
CHAPMAN LN.
CHAPMAN LANE
PRINCE ST.
PEDRGWOOD
HILL DR.
FLORAL
S. Fork
101
TO CRESCENT CITY
BENHAM LANE
OCEANVIEW DRIVE
OLSEN
LANE
PACIFIC OCEAN
MATCH TO SHEET 1
BROOKINGS AIRPORT
T40S
T41S R13W
BROOKINGS
CURRY COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 2,860
Scale in Feet
Revised December 1972
SHEET 2 OF 2 SHEETS

March 9, 1979

Curry County
Board of Commissioners
P. O. Box 746
Gold Beach, OR 97444

Attention: County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6934

Gentlemen:

Attached for your records is a fully executed copy of an agreement to construct the Highway 101 Undercrossing Section of the South Bank Chetco River Road in Curry County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

9285 2-79

SECTION: SOUTH BANK CHETCO RIVER ROAD (UNDERPASS)
HIGHWAY: FAS-C A301
COUNTY: CURRY
PREFIX: 508-1925
RES. ENG. RON BUSEY

LOCATION NARRATIVE AND SPECIFICATIONS

SCOPE: This is the construction of a two lane roadway with bicycle lanes under the south end of the Chetco River bridge on the Oregon Coast highway to provide a underpass for the South Bank Chetco River road. The purpose is to allow traffic on the South Bank county road to pass under the coast highway to get to the Harbor area. This should relieve some of the congestion now experienced in this area.

The project includes grading, paving, guardrail, drainage, and rip rap material for toe support on the fills.

The southerly terminus of the project is about 400 feet southwesterly of the intersection of South Bank road and the Oregon Coast highway. The northerly terminus is 260 feet north of the same intersection. The intersection is located at MP 358.13 on the coast highway 0.15 miles south of Brookings city limits.

The total length of the project is 0.15 miles. (789 feet).

The ADT traffic on the South Bank road 0.02 miles northeast of the coast highway is 820 based on the 1977 count.

The traffic count on the coast highway at the south city limits of Brookings on the Chetco bridge is 12,000 ADT based on the 1977 count.

TYPICAL SECTION: The typical section consists of two 12 foot travel lanes and 8 foot paved shoulders to provide for bicycle lanes.

The surfacing depths are as follows:

3.0"	Class "B" asphaltic concrete
2.0"	Aggregate leveling
9.0"	Aggregate base
14.0"	Total surfacing

HORIZONTAL ALIGNMENT: The alignment consists of a loop to pass under the south end of the Chetco river structure on the Oregon Coast highway.

The alignment has a 24° curve right with a 82°34' central angle and then a 20° curve right with a 35°39' central angle.

The existing South Bank road will still be the primary route with the bypass as the alternate route.

The roadway centerline is controlled by the river and a pier on the Chetco bridge. The alignment passes between pier 5 and 6, staying as close to pier 6 as possible. See photos 1-5 and 2-12.
I also wanted the connection at each end to approach the existing county road at 90° to provide the best visibility for entering the South Bank road. It is expected there will be a full stop before entering South Bank county road from the loop.
I had considered passing between abutment 2 and pier 6. See photos 1-7 and 1-8. This would require some cut. The region geologist did not want any cutting done under or near the structure due to past slide problems. He felt we should fill only in that area so we move to the otherside of pier 6.

The county roadmaster had expressed a preference for going around the rock point just westerly of the Chetco River bridge. This point is shown in photo 2-23. He thought it would be cheaper even though longer. As a result the county commission asked us to study and make up a estimate on both alternatives. After we completed the study they selected the shorter route known as alternate #1. Attached sketch map shows the two alternates.

Alternate #1 is quite a bit cheaper and there are other considerations which make alternate #2 a bad route.
It would pass under a old slide area which the region geologist was opposed to. See geology report. Also in taking out the cut next to the river it would have been nearly impossible to avoid getting material into the river. This would have raised serious environmental concerns. To take care of these concerns would have raised the costs even more.

VERTICAL ALIGNMENT: The grades vary from a -o.45% to +14.0% to connect to the South Bank road. The minus grade at the beginning of the project is necessary to carry the drainage to the cross culvert at 2+40.

Also the grade was kept low to keep the fill toes from catching below extreme high water. This we determined to be elevation 18.0.

The county is not concerned about the 14% grade as the existing grade from the Coast highway to the east is 14% for a short distance. The only way the grade could be reduce is to extend the project up the South Bank road. This would involve purchase of property with structures and extensive additional grading. This area is shown in photo 1-23.

Because of expected low speeds and type of traffic (boat and house trailers) I used 0.02' foot super throughout the project. Due to the short distance between the two curves we maintained the super through the short tangent.

EARTHWORK: There is approximately 21,075 cubic yards of general excavation on the project. Almost all the excavation is in the large cut between stations 0+13 and 2+40. Photos 1-15, 2-5 and 2-8 show the general area.

The region geologist feels that about 75% of the material can be removed by ripping. There are some hard materials showing and so he feels some shooting may be required.

The geologist recommends 1½:1 cut slopes be used to keep slides to a minimum. He feels that much of the material will be loose and will not stand steeper.

The geologist feels that since most of the material between station 2+50 is fill, placed when the coast highway was constructed, our new fills should be limited to 10 feet or so. He agreed to a higher fill if we added a 13 x 3 foot toe support using class 700 rip rap to all fills in this area.

There will be about 3100 cubic yards of excess material. Some of the material can be disposed of in the immediate area. We estimate some flattening of slopes could be done in some areas under and to the west of the bridge. I also estimate that a possible 1,000 cubic yards can be disposed of in a flat area to the west of the bridge. This is shown in photos 2-9 and 2-12. The project assessment said there may be come areas in the vicinity that may be used for disposal. I recommend that all excess material become the property of the contractor to be disposed of in a manner suitable to the engineer.

MATERIALS: All aggregate materials may be obtained from local commercial sources. Some possible sources are as follows:
Bankus Quarry- Eight miles up North Bank road. It is located in NW¼ of Section 24, T.40 S., R. 13 W. Lab # 73-28368. Basalt Rock.

Brookings Plywood Quarry. The material is light colored Igneous. Lab 73-28369
Located 3/4 mile up Carpenterville road in NW¼, NE¼ of Section 25, T.40 S., R. 14 W. About 3.9 miles haul.

Those two sources are for the rip rap material.

Possible sources for the crushed aggregate and paving aggregates are:

Freeman bar and upper Freeman bar.
Source #8-94-3. Qualified on the Thomas Cr. - Brookings section.

Mackenzie bar. Source #8-21-3. Qualified on the Thomas Cr - Brookings section.

RIGHT OF WAY: Most of the property traversed by the project belongs to the State Highway Commission. There is one property at the north end of the project that will have to be purchased. Since the damage to the remainder may exceed the cost of the property the entire parcel may have to be purchased.

STRUCTURES: The project will have no effect on the existing Chetco River structure. The clearance is 27 feet above the finish grade of the bypass.

GUARDRAIL: Type 2A guardrail is provided for in the fill area. This is on the riverside of the proposed roadway which is on the outside of all curves. The fill is 10 feet and more throughout the project and range from $1\frac{1}{2}$:1 to 2:1 and should someone go over the bank they could land in the river.

DRAINAGE: Because of the 14% grade and the fact the roadway is supered through most of the length we included drainage curbs in the fill area on the low side to collect the runoff and prevent erosion on the fill slopes. The runoff is collected in a G-1 inlet and carried to the river bank in a 18 inch culvert. The riverbank is rip rapped and so no additional erosion prevention measures are needed. Photos 2-10 and 2-11 show the existing river bank.

The 18 inch culvert extends through the fill to collect runoff behind the fill and from the ditch on the cut section.

There is existing 12 inch perforated pipes to the west of the bridge. There is also a culvert but we couldn't find where the inlet is. Since there is no cut in this area we felt this work would not disturb the existing culverts and drains. They are shown on the detail map as we found them on a "as constructed" map.

The area between station 3 and 7 is wet all the time so we have shown 8 inch perforated drain to be installed in the area. Photos 1-2 and 1-3 shows the area. We also discharge this pipe into the river in a rip rapped area.

The G-1 inlet to collect the water from the drainage curbs is offset so that it will not present a hazzard to bicycles and still be able to use a standard grate. Because of the velocity of the water on a 14% grade we felt the special grate may not handle the water in a heavy rain.

PERMANENT SIGNING & STRIPIIG: The permanent signing and striping will be done by county forces upon completion of the project.

TEMPORARY PROTECTION & DIRECTION OF TRAFFIC: Most of the work will be off the existing roadway and away from traffic. Some flagging and signs will be required when connecting or working at each end of the project.
There are no special or unusual problems.

UTILITIES: There is power, telephone, water, and sanitary sewer facilities located in the project area. It appears we may be able to avoid conflicts with all of these.

Sanitary sewer. There are lines under or near both ends of the project but they should be deep enough to avoid conflict. There is a electrical conduit in the trench with the sewer line. It is to provide power for pumping station. It will be in the clear.

Water lines. There are water lines in the vicinity of both ends of the project but are out in the existing pavement. A 10 inch main passes close to the construction area on the north end and care should be taken when excavating in that area.

Power. No apparent conflict although there are poles in the area.

Telephone. There are telephone lines in the area but are clear of the work areas.

92'55

2

STATE OF OREGON

INTEROFFICE MEMO

DATE: January 10, 1979

TO: D. E. Swan
Federal Aid Manager

FROM: R. H. Prange
Local Projects Supervisor

NOTED
E. S. HUNTER

SUBJECT: FAS-C Projects (One PE and one Construction)
SOS Project (One PE Project)

Attached are the summaries and project requests for an FAS-C PE Project on Foothills Blvd.-E. Evans Creek Road on FAS A368 in Jackson County, authorized by H. S. Coulter on 12/28/78, and an FAS-C construction project on the S. Bank Chetco River Hwy. 101 "U" X'ing FAS-A 301 in Curry County, authorized by H. S. Coulter on 12/27/78. Also attached is a summary and request for an SOS PE project on Bridge Drive in Special Road District No. 4 in Deschutes County, authorized by H. S. Coulter on 1/3/79.

When appropriate, please submit the necessary programming to FHWA for approval.

HR:pf
Attachments

cc: F. B. Klaboe
L. W. Rulien
E. S. Hunter
D. H. Moehring
V. E. Skoog
L. E. George
C. T. Keasey
F. E. Terpin
Roger Trygstad
Jack Sullivan
B. L. Gifford
John Hagedorn(Region 4)
Harold Brainard (Region 4)
A. Shirley, Jr.
Dale Allen
Gary Potter
G. W. Wimer
George Bell
J. B. Boyd
W. T. Hart
D. O. Christensen
F. W. Yarbrough
Pete Carstensen
Jack Ayres (Region 3)
Virgil Wilson (Region 3)

RECEIVED
TECHNICAL SERVICES
JAN 16 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign.	Act	File

9285

STATE OF OREGON

INTEROF CE MEMO

TO: H. S. Coulter
Highway Engineer

DATE: December 27, 1978

FROM: for WHPrange
Gerald W. Wimer
Local Government Manager

SUBJECT: Proposed FAS-C Project

Curry County is requesting the authorization of the construction phase of the South Bank Chetco River Hwy. 101 "U"xing, FAS-A301(1). The P.E. for this project was approved by the Transportation Commission on June 20, 1978. This project is to consist of constructing a roadway under the south approach to the Chetco River Bridge.

This roadway is to have 2-12' AC travel lanes with 8' AC shoulders. Additional R/W is the responsibility of the County. Engineering is by the State. See attached sketch for location. In summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	State Funds	County Funds
Curry County	S. Bank Chetco R.	$200,000	$176,000	$12,000	$12,000

The region and this office have investigated the proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under deligated authority.

APPROVED
H S Coulter
State Highway Engineer

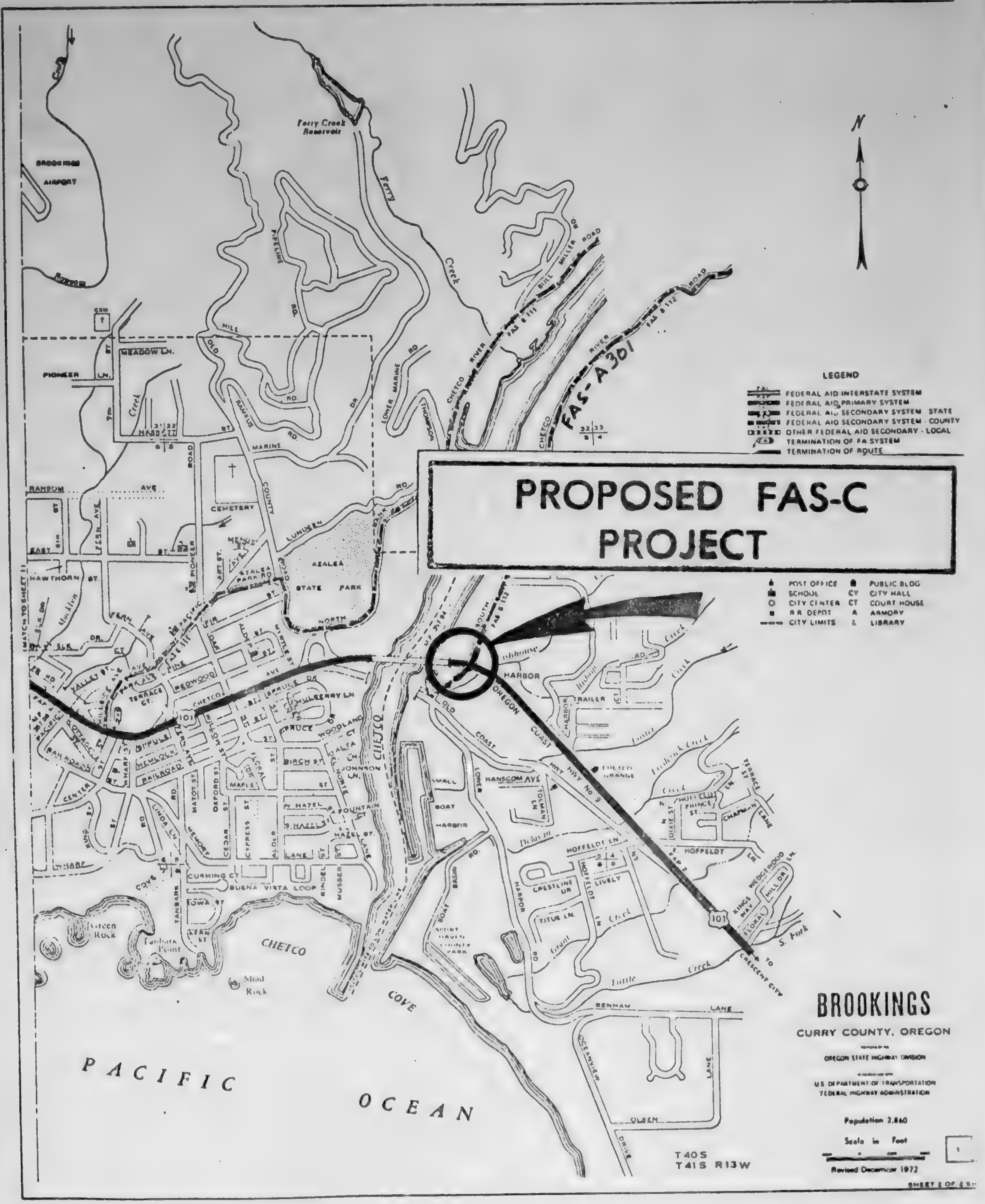
Date 12-27-78

HR:dmc

12-28-78 [illegible]
[illegible]
[illegible]

(Sent)

81-125-1387

PROPOSED FAS-C PROJECT
FAS-A301
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM · STATE
FEDERAL AID SECONDARY SYSTEM · COUNTY
OTHER FEDERAL AID SECONDARY · LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
N
BROOKINGS AIRPORT
Ferry Creek Reservoir
Ferry Creek
CHETCO RIVER
BILL MILLER ROAD
AZALEA STATE PARK
CEMETERY
HARBOR
BOAT HARBOR
SPORT HAVEN COUNTY PARK
CHETCO COVE
PACIFIC OCEAN
Goat Rock
Chetco Point
Shad Rock
101
TO CRESCENT CITY
S. Fork
T40S
T41S R13W
BROOKINGS
CURRY COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 2,860
Scale in Feet
Revised December 1972
SHEET 2 OF 2 S

9225

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: S. Bank Chetco River Rd. (Underpass)
Highway: F.A.S. A301
County: Curry
Prefix: 508-1925
Res. Engr. R. Busey

Date December 15, 1978
Ten Year Traffic Coefficient 5.3
18 kip s.a. per day 3.0
R value 10
Frost Penetration - - -
CBE Total Requirement 17.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
3.0"	A.C. (Cl. B)	6.0
2.0"	A.L.	2.0
9.0"	A.B. (1-1/2"-0)	9.0
14.0"		17.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
R. H. Prange

9285

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-24-78	CC 1909		508-1925

BILL TO: Code:

Curry County Board of Commissioners
Courthouse
Gold Beach, Oregon 97444
Attn: Hon. Jack R. Waldie, Chairman Bd. of Commissioners

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the P.E. for the S. Bank of the Chetco River Hwy. 101 U-Xing FAS A301 Project RS-A301(1) AD 510			

Advance Deposit Amount	$ 1,995.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 1,995.00
Transfer to Highway Fund	$ 1,495.00
Refund Due	$ --

Partial or final request for billing

Number of the previous request in connection with this service.

Amount Due . . . . . . $

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

Gerald W. Wimer

SP*35736-711

9285

October 19, 1978

Curry County Board of Commissioners
Courthouse
Gold Beach, OR 97444

MISC. CONTRACTS and
AGREEMENTS No. 6695

Attention: Bernard I. Mather
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the future construction of the Highway 101 Undercrossing Section of South Bank Chetco River Road in Curry County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

bc: Don Harwell (agreement attached)

9285

September 26, 1978

Curry County
Board of Commissioners
Courthouse
Gold Beach, Oregon 97444

Attn: Mr. Charles Warren
Ass't. County Engineer

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the PE for the S. Bank of the Chetco River at Hwy. 101 U'Xing Section FAS A301.

Financial sharing of the preliminary engineering is:

Total P.E.	$28,500.00
Federal Funds	24,510.00
Balance	$ 3,990.00

Local Share:
½ of $3,990.00 = $1,995.00

Rec'd
10/17/78
Told
Jack Ayers

Please make your check in the amount of $1,995.00 payable to the Oregon State Highway Division and send it to Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

G. W. Wimer
Local Government Manager

HR:dmc

bc w/AD#510: Vern Skoog-Please return completed AD#510
when check is received.
Region 3 Federal Aid Engineer Jack Ayers

9285

L.

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-5-78

FEDERAL AID PROJECT NO.: RS-A301(1)

STATE PROJECT NO.: See below

COUNTY NAME: Curry

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 80382

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 9-5-78

FEDERAL ROUTE NUMBER: Secondary A301

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

South Bank Chetco River Road U'xing Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) All phases of PE including archeological salvage necessary to obtain an approved Negative Declaration TEC NTE $25,500 - F.F. $21,870.

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's August 18, 1978, letter.

DATE: 9-5-78

SIGNATURE OF APPROVING OFFICIAL: G. K. Hosmer

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9285

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 18, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 80382
Project No. RS-A301 (1)
S. Bank Chetco River Road U'ring Section
Curry County

Enclosed is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering including archeological salvage, and utility preparatory work necessary to obtain an approved final negative declaration at an estimated total cost of $25,500 with an obligation of $21,870 in Federal funds.

State Clearinghouse A-95 review letter of approval forwarded previously.

CL:pf
Attachments

cc: A. Shirley (Region 3)
H. Reynoldson ✓

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	8-18-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	(19) (20)	Co. Rd., 0.26 mi S. of SCL Brookings 21 65		DHV 45 300	540 (66) (70)	98 (71) (72)	1C	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	PROJECT NUMBER NUMBER
3	Preliminary Engineering 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	RS - 14 23	A 301 7

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
	Rural Secondary	Curry
	NAME OF URBAN AREA 17-31 - - -	ROUTE NO.S FEDERAL-AID A 301 (32) STATE Co. Rd. (36) (37) U.S. - - -

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			0.2	28,500	24,440	1,530	1,530 (Co.)
5					ROW							
5					CONST (CODE)		"S. Bank Chetco River Road U'xing Section"					

CARD	CODE	PREPARED BY	PROJECT TOTALS					
1	1	CL		0.2	28,500	24,440	1,530	1,530 (Co.)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 29, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

8-18-78

CT LOCATION (45 typewriter spaces): Rd., 0.26 mi S. of SCL Brookings 65

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	DHV 45 300	(66) 540 (70)	(71) 98 (72)	10	Oregon	41 (2)	075 (3) (4)	80382 (9) (14) (18)

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. DESIG.
Engineering 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 RS -	23 7 A 301	(1) 13 (24)	(26) 27

I. Projects Only

Rural Secondary

- - -

COUNTY NAME: Curry

CODE: 015 (14) (16)

ROUTE NO.S: FEDERAL-AID: A 301 (32) STATE: Co. Rd. (36) (37) U.S.: - - - (41)

PROGRAM STAGE: ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
E			0.2	28,500	24,440	1,530	1,530 (Co.)	
W								
NST DE)		"S. Bank Chetco River Road U'xing Section"						Row - 80' normal; Access Control-none; Parking Restrictions-Partial
CL		PROJECT TOTALS	0.2	28,500 (16) (23)	24,440 (24) (33)	1,530	1,530 (Co.)	

OVAL DATES

REMARKS

-Over-

USCOMM DUSCOMM-DC 48905-P61

S. Bank Chetco River Road U'xing Section
Project No. RS-A301 (1)

Existing Facilities:

County road presently at grade crossing of US 101 with traffic entering the intersection from the county road controlled by stop signs. US 101 has 4 travel lanes with a 12-foot South bound left turn median in the intersection.

Adjacent Sections:

E. End -- 24-foot oil surface with 2-foot shoulders.
W. End -- Connection with US 101 (FAP 2)

Project Data:

Work under this project consists of preliminary engineering all phases including archeological salvage and utility preparatory work for the future construction necessary to extend the county road under the existing Chetco River bridge with connections to Shopping Center Avenue to eliminate present left turn and crossing movements at the present intersection of US 101.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

FHPM 4-1-4 Requirements:

State Clearinghouse and District 7 Clearinghouse A-95 review approval letters dated August 4, 1978 and July 21, 1978 respectively.

FHPM 7-7-2 Requirements:

Major action requiring the preparation of a negative Declaration concurred in by FHWA on June 7, 1978.

FHPM 7-7-5 Requirements:

In accordance with Oregon Action PLan procedures Federal Statutes.

Data for PR 37:

Preliminary Engineering -- Field Work	$25,0
PS&E Preparation	3,0
YO70 Archeological Salavage	5
TOTAL	$28,5

Note:

This project is in Congressional District No. 4.

U'xing Section

at grade crossing of US 101 with traffic
tion from the county road controlled by
as 4 travel lanes with a 12-foot South
in the intersection.

surface with 2-foot shoulders.
with US 101 (FAP 2)

ct consists of preliminary engineering all
eological salvage and utility preparatory
onstruction necessary to extend the county
g Chetco River bridge with connections to
e to eliminate present left turn and crossing
ent intersection of US 101.

Railroads, Water Developments, Historical

nd District 7 Clearinghouse A-95 review
d August 4, 1978 and July 21, 1978

g the preparation of a negative Declaration
on June 7, 1978.

FHPM 7-7-5 Requirements:

In accordance with Oregon Action PLan procedures and Federal Statutes.

Data for PR 37:

Preliminary Engineering -- Field Work	$25,000.00
PS&E Preparation	3,000.00
Y070 Archeological Salavage	500.00
TOTAL	$28,500.00

Note:

This project is in Congressional District No. 4.

9285

L.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation Highway Division

PROJECT TITLE: S Bank Chetco River Rd Xing CURRY

DATE: August 4, 1978

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
AUG 10 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

8-9-78 Copies to:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
G. A. Potter
W. J. Hart
Alfred Shirley
B. E. Brown
Aeronautics Division
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

[illegible]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

6-21-78
BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7806 2 1040 Due Date: JUL 21 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Environmental Section should coordinate the protection of cultural resources with this office.

S. Bank Chetco River Road Uxing, Curry Co.

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310 SHPO By David E Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #:______________________________Due Date:__________________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
JUN 26 1978
DIVISION OF STATE LANDS

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7806 2 1040 Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Comments are attached.

Agency Fish & Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 8/2/78

The Oregon Department of Fish and Wildlife has no objection to construction of the proposed underpass and road connections adjacent to the Chetco River, providing care is taken to prevent the entrance of any spoil material into the stream. All spoil must be disposed of in areas where it cannot enter the water and should be seeded with appropriate grasses and/or legumes. The work should not encroach into the mean high water zone. If some activity is unavoidable, it must be kept to a minimum. Any activity within the active flowing stream must be confined to the period of March 1 through May 31.

Please coordinate the planning and implementation of this project with our district fishery biologist, Arvo Riikula. His office phone number is Gold Beach 247-7605.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

Environmental Quality
RECEIVED

PNRS STATE REVIEW

Project #: s. Bank Chetco river rd. using bank[illegible] Due Date: JUL 2[illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Noise Section Comments--This project may encourage more traffic on the south bank of Chetco River Road and thus increase the highway's noise impact. Also, the new motor vehicle traffic under the bridge may cause an impact from vehicle noise echoing off the bridge structure. The Draft and Final Negative Declarations should consider the above impacts.

Agency DEQ By Howard W. Harris

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 21, 1978

TO **Executive Department**
Federal Aid Coordination Unit

Coos-Curry Council Governments
P. O. Box 647
1975 McPherson Street North
North Bend, OR 97459

D Swan

FROM **D. E. Swan**
Federal Aid Engineer

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 7
Section: S. Bank Chetco River Road Uxing
Highway: FAS A 301, S. Bank Chetco River Rd.
County: Curry

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 21, 1978.

BLG: dmc

NOTED
H.S. COULTER

Attachment

cc:
- G. L. Green
- H. S. Coulter
- F. E. Terpin
- J. B. Bovd
- J. H. Versteeg
- Gary Potter
- W. J. Hart
- **Region** 3: A. Shirley, Jr.
- **District** 7: B. E. Brown
- **Aeronautics Division**
- **Paul Hartwig, Parks**
- Gerald Wimer
- B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 22 '78
REFER TO
FOR

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation
46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building
46] CITY [60: Salem
76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring
46] AREA CODE [48: 503
49] PHONE [55: 378
56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: S. Bank Chetco River Road Uxing

11 12] PROJECT LOCATION—CITY: FAS A 301
S. Bank Chetco River Road
PROJECT LOCATION—COUNTY: Curry
PROJECT LOCATION SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] The project would provide an underpass and connections which would eliminate the [71

07 12] need for traffic to cross US 101 at its intersection with South Bank Chetco River [71

08 12] Road. Traffic would be routed under the existing bridge and would be connected [71

09 12] with the Shopping Center Ave. intersection. [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
430,000		35,000	35,000		500,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45
46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL **PROGRAM TITLE** [71: Title 23 USC Highways

15 12] FEDERAL **AGENCY NAME** [45: U. S. Department of Transportation
46] FEDERAL **SUB-AGENCY NAME** [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: June 21, 1978

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: July 43] DAY [44: 21 45] YEAR [46: 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 21, 1978

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

Major
This is a Category 3 Project of Non-Significant environmental impact
under Oregon's Action Plan.

RS-A301(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date May 15, 1978

Section So. Bank Chetco R. Rd. U-Xing

Unit (if appl) NA

County Curry

City Brookings-Harbor

Highway So. Bank Chetco R. Rd.

Hwy. No. FAS A301

Termini: M.P.(if appl) 357.98 on Hwy. 9

Length 1100 feet

Region III

Construction Estimate $500,000

Program Amount FAS-C Funding

B. Purpose of Project: To eliminate the traffic problem created by heavy traffic loading at the intersection of U.S. 101 and South Bank Chetco River Road.

C. Origin & History of Project: Prior to the realignment of US 101 in this area traffic volume and speed were not as great as at the present time. Due to the escalation of development in this area and the high rate of speed US 101 can now accommodate, the intersection cannot safely handle the traffic load.

D. General Description of Project: The project would provide an underpass and connections which would eliminate the need for traffic to cross US101 at its intersection with South Bank Chetco River Road. Traffic would be routed under the existing bridge and would be connected with the Shopping Center Ave. intersection.

Alignment: New XX Existing ____ Combined ____

Typical Section: Existing: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes 2; Med. None; Shldrs. 2' pave; Parking No

Traffic: Existing Facility: Existing ADT ____; Projected ADT ____; Yr. ____

Existing Level of Service ____

Proposed Facility: Projected ADT 1500; Yr. Upon completion

Projected Level of Service ____

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 1
Yes, No

Acres 2.0 ; Type of Relocation Req. None ; No. ---

Materials Source, Borrow, Waste Disposal Requirements, if any: The project would involve more than 50,000 c.y. of excavation. Embankment needs would come out of the excavation, as would the required rip rap - if suitable materials are found. A waste site (the south approach to the former Chetco River Bridge) has been identified for 3,000 ± c.y. of waste but a site must still be found for 50,000± c.y. of anticipated excess. Paving and shoulder materials would likely be provided by the county or they would be commercial.

Type of Structure(s):

No structure will be built and no modification to the Chetco River Bridge is thought necessary.

Brief Description of River or Stream and Type of Involvement, if any:

About 300 lineal feet of riprap are planned along the toe of the proposed connection in the northeast portion of the project - this is along the south bank of the Chetco River, within tidewater. At the minimum the county estimates about 500 c.y. of riprap will be below mean high water. The river bank in the project reach is rather steep until it reaches the general higher water level where the slope becomes very gradual.(See Page 2a)

Local City, County or COG priorities of project:

High on Curry County priority list.

FHWA and/or OSHD approvals given, if any:

None, first application.

Location or Design Alternatives (identify and describe):

None as presently designed. Scope of project and existing setting largely limit any options.

Other Descriptive Information or Comments: Due to the magnitude of the project and Curry County's relatively limited FAS-C funds, the immediate application is essentially for P.E. Nonetheless, the county is requesting a 5-year advance on its future funding allocations with which to construct the proposal.

(Attach project sketch map.)

Brief Description of River or Stream and Type of Involvement, if any:

The proposed riprap would sit on what is now a gravel bar which is subject to periodic inundation by brackish water.

This encroachment into the estuary would require extensive coordination with DSL, LCDC, C of E and perhaps even the Coast Guard. Fish and Wildlife people would also have an interest.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. **Natural:** The project is situated on the south bank of the Chetco River in the vicinity of the existing Chetco River Bridge. This location is about 4/5 mile inland from the river mouth.

Again, the river bank is steep. Immediately southwest of the bridge a large rock knob or stack fronts directly on the river. This is where the majority of project excavation would take place.

Much of the area has been cleared of vegetation for previous roadway and bridge construction. Remaining vegetation is dominated by bigleaf maple, myrtle, Sitka spruce, thimbleberry, etc.

2. **Cultural:** Development surrounds the project in all directions, but only in the distance. Given the setting of the immediate project vicinity - under the Chetco River Bridge, through a large "rock" knob, and along a portion of steep river bank - there is no private development on the project site.

B. Preliminary Assessment of Environmental Impacts:

1. **Consequences and Significance of Right-of-Way Acquisition:** Most of the project would be on land now owned by the state but one parcel of privately owned, undeveloped land is necessary for the proposed design. This would require the entire tax lot because the remaining parcel would be unusable.

2. **Estimated Impact on Traffic Patterns:** Traffic flow would be greatly improved with a smoother transition both to and from US 101. Since this would be a new facility, traffic control would not be a problem during construction.

   Consequences--Air Quality, Noise, Safety, etc.: Air quality and safety are expected to improve. Safety and continuity of flow are the prime reasons for the project.

3. **Estimated Impact on Land Use:** One site with possible development potential would be lost. Transportation use of land already in state ownership would be intensified.

   Consequences:

   Minimal

4. Expected Impact on Natural Ecological Resources: The two overriding impacts of the project would be physical in nature: the excavation and disposal of an estimated 50,000 c.y. of material from a location abutting the river immediately southwest of the Chetco River Bridge, and the encroachment of about 500 c.y. of riprap into the Chetco River estuary (below mean high water). Significant vegetation, on a local scale, would also be cleared. **Wetlands will be affected.**

   Consequences:

   A waste site has not yet been found for the material disposal. This will have to be evaluated as PE progresses. Unless the material is excavated with care, there may be conflicts with water quality immediately below the cut. The estuary encroachment will require documentation and coordination.

5. **Expected Impact on Cultural and Scenic Resources:**

   The project vicinity would have a scarred appearance during and after construction. It would be left neat and orderly but rather barren.

   Consequences: In time some vegetation would reappear, project lines would soften. The excavation in the rock stack would appear unfinished for a long period of time. New ramps and connections can be largely made to fit and blend in with the existing structure.

   A cultural resource survey may be needed.

6. Preliminary Identification of Areas of Critical Concern:

Keeping excavation activities and materials out of Chetco River, avoiding estuary conflict; finding suitable waste site(s) for excess material.

7. Potential for Controversial Issues:

County feels there is some potential for conflict from people advocating traffic signals on US 101 as a more complete solution.

Wetlands/estuary conflict and coordination.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No conflict.

b. Noise Standards

Noise is not a problem in this location at this time, but passing an estimated ADT of 1500 vehicles under the bridge might create some new noise potentials.

A noise study report is required.

c. Water Quality Standards

This would depend upon potential excavation and riprap conflicts with the estuary.

d. Area Land Use and Transportation Plans, and Zoning

Essentially consistent.

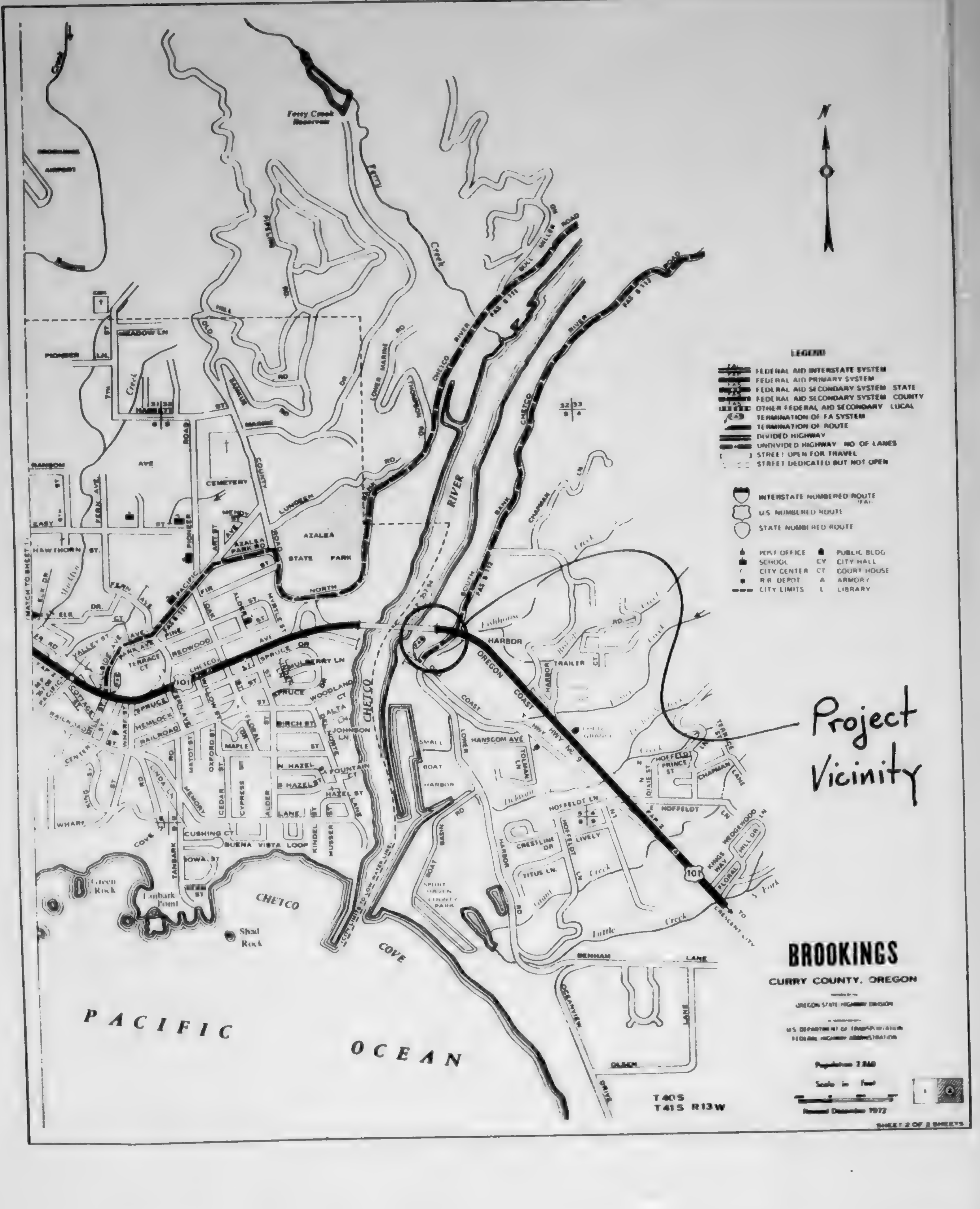
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	XX D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Projects of this nature are major actions according to FHPM 7-7-2, para. 10d. During preliminary engineering, if it can be determined that estuary conflicts can be avoided, the project may be reassessed.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4

BROOKINGS
CURRY COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 2,860
Scale in Feet
Revised December 1972
SHEET 2 OF 2 SHEETS
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
PUBLIC BLDG
SCHOOL
CY CITY HALL
CITY CENTER
CT COURT HOUSE
R.R. DEPOT
A ARMORY
CITY LIMITS
L LIBRARY
N
Project Vicinity
PACIFIC OCEAN
CHETCO COVE
CHETCO RIVER
Ferry Creek Reservoir
Ferry Creek
AZALEA STATE PARK
CEMETERY
BOAT HARBOR
SPORT HAVEN COUNTY PARK
Green Rock
Tanbark Point
Shal Rock
101
HARBOR
OREGON COAST HWY NO. 9
NORTH BANK CHETCO RIVER ROAD
SOUTH BANK CHETCO RIVER ROAD
LOWER HARBOR RD
BOAT BASIN RD
HOFFELDT LN
BENHAM LANE
OCEANVIEW DRIVE
OLSEN
TO CRESCENT CITY
Little Creek
MATCH TO SHEET 1
T40S
T41S R13W

SBC 0001 FAS-C 1

~~Form [illegible]-3030~~

9285

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section	S. Bank Chetco River Rd. (Underpass)	Date	June 14, 1978
Highway	~~Oregon Coast~~ FAS-C A301	Authorization No.	1
County	Curry	Survey Prefix (Assigned by Salem office)	508-1925

Description of termini, route, length, etc.:

Intersection of US101 and Chetco River Rd. 1100 ft. long

Purpose of survey:

Prepare plans and specifications

RS-A301 (1)
9-5-78

Estimate of cost:

Field	901	20,000
Plans	905	2,000
R/W	909	500
Soils	910	5,000
Utility	914	500
Specifications	921	500

W

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$28,500
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval: Frank E. [illegible]

Location Engineer

Approved:

Tech. Serv. Mgr. ~~xxxxx xxxxxxxx xxxxxx~~

SP*19760-734

N

9255

L.

June 8, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT FAS-C Project Requests

On the Consent Calendar for the June 20 meeting will be requests for approval of 3 FAS-C Preliminary Engineering Projects.

Curry County's request is on the S. Bank Chetco River Hwy. 101 "U" Xing Section, FAS A301. The estimated cost is $20,000.

Project requested by Deschutes County is on the BNRR (Murphy Road) "U" Xing Section, FAS B349. The estimated cost is $18,500.

Union County's request is on the Willow Creek (Glenn Rd.) Bridge Section, FAS B611. The estimated cost is $8,000.

FAS-C funds for these preliminary engineering projects are estimated to be $39,990, with State providing approximately $3,255 in matching funds, and a like amount being contributed by the Counties.

These projects have been investigated and are eligible for funding under the FAS-C Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Attachment

HR:lml

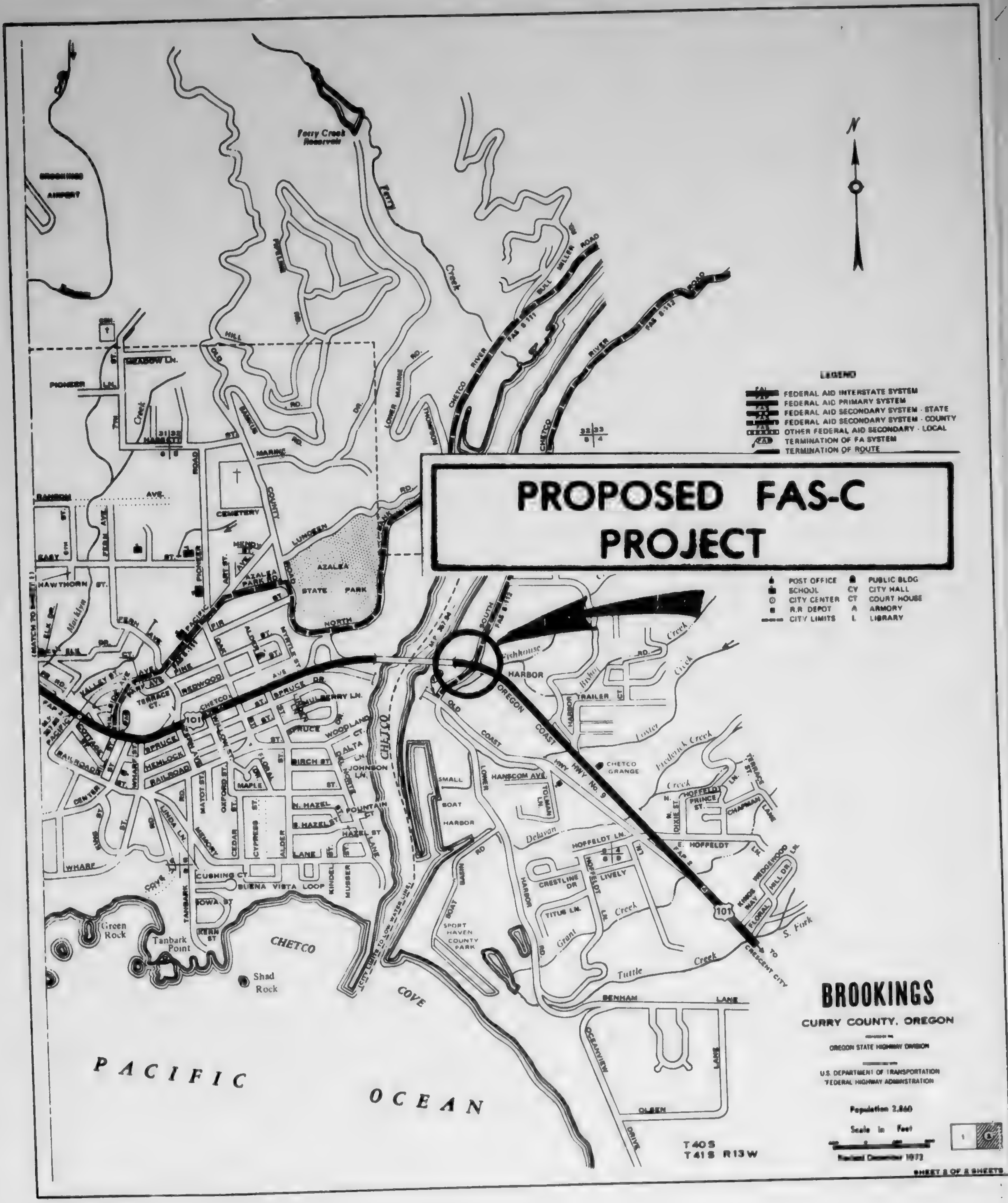
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
Dale D. Allen, Reg. 4
A. Shirley, Jr., Reg. 3
W. E. Schwartz, Reg. 5
D. N. Harwell
George Bell

CURRY COUNTY
Proposed FAS-C Project

S. Bank Chetco River Road
Hwy. 101 "U" Xing Section
FAS A301
Grade, Pave and Curb
$20,000 P.E. Only

Relocate a section of this roadway to cross under the southerly end of Hwy. 101, Chetco River Bridge. Roadway is to have 2-12' AC travel lanes with 8' AC shoulders. Right-of-way is required.

Engineering to be performed by State forces.


Ferry Creek Reservoir
BROOKINGS AIRPORT
Ferry Creek
CHETCO RIVER
NORTH BANK CHETCO RIVER ROAD
FAS 8 111
FAS 8 112
MILLER ROAD
LOWER MARINE DR.
THOMPSON RD.
MEADOW LN.
PIONEER
HASSETT
MARINE DR.
RANSOM AVE.
CEMETERY
AZALEA STATE PARK
HAWTHORN ST.
PACIFIC AVE.
CHETCO AVE.
REDWOOD
SPRUCE
HEMLOCK
RAILROAD
WHARF
CENTER
ALDER
CEDAR
CYPRESS
MAPLE
BIRCH ST.
HAZEL ST.
FOUNTAIN
JOHNSON LN.
WOODLAND
CUSHING CT.
BUENA VISTA LOOP
TANBARK
KERN ST.
MUSSER
KINDEL
LINDA LN.
MEMORY
OXFORD
MATOT ST.
101
HARBOR
Fishhouse
OREGON COAST HWY No. 9
CHETCO GRANGE
HANSCOM AVE.
TOLMAN LN.
SMALL BOAT HARBOR
BOAT BASIN RD.
SPORT HAVEN COUNTY PARK
HOFFELDT LN.
CRESTLINE DR.
LIVELY
TITUS LN.
Grant Creek
Tuttle Creek
Delavan
Lester Creek
Frederick Creek
Bishop Creek
TRAILER ST.
CHAPMAN LANE
PRINCE ST.
DIXIE ST.
HEDGEWOOD LN.
HILL DR.
FLORAL
KINGS WAY
S. Fork
TO CRESCENT CITY
BENHAM LANE
OCEANVIEW DRIVE
OLSEN
LANE
Green Rock
Tanbark Point
Shad Rock
CHETCO COVE
PACIFIC OCEAN
N
32 | 33
5 | 4
T40S
T41S R13W
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
POST OFFICE
PUBLIC BLDG
SCHOOL
CY CITY HALL
CITY CENTER
CT COURT HOUSE
R.R DEPOT
A ARMORY
CITY LIMITS
L LIBRARY
BROOKINGS
CURRY COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 2,860
Scale in Feet
Revised December 1973
SHEET 2 OF 2 SHEETS

PROPOSED FAS-C PROJECT

9285

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: June 7, 1978

In reply refer to: HFO.3-OR

SUBJECT: Oregon Project RS-A301(-)
S Bank Chetco River Road O'Xing
S Bank Chetco River Road
Project Assessment
Curry County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Potter's May 15 letter has been reviewed.

I concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

P. V. Reid
G. L. Green for

cc:
ODOT (Moehring)
OSHD (Region 3, Env.)

Environmental Section
June 9, 1978

cc: D. H. Moehring (1)
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
Alfred Shirley
Eb Engelmann
B. E. Brown-Dist. 7
Elliott Parker
Gerald Wimer
B. L. Gifford (2)

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JUN 12 1978
TAA

RECEIVED
TECHNICAL SERVICES
JUN 8 '78
REFER TO
Potter
FOR

RS-A301(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date May 15, 1978

Section So. Bank Chetco R. Rd. U-Xing

Unit (if appl) NA

County Curry

City Brookings-Harbor

Highway So. Bank Chetco R. Rd.

Hwy. No. FAS A301

Termini: M.P.(if appl) 357.98 on Hwy. 9

Length 1100 feet

Region III

Construction Estimate $500,000

Program Amount FAS-C Funding

B. Purpose of Project: To eliminate the traffic problem created by heavy traffic loading at the intersection of U.S. 101 and South Bank Chetco River Road.

C. Origin & History of Project: Prior to the realignment of US 101 in this area traffic volume and speed were not as great as at the present time. Due to the escalation of development in this area and the high rate of speed US 101 can now accommodate, the intersection cannot safely handle the traffic load.

D. General Description of Project: The project would provide an underpass and connections which would eliminate the need for traffic to cross US101 at its intersection with South Bank Chetco River Road. Traffic would be routed under the existing bridge and would be connected with the Shopping Center Ave. intersection.

Alignment: New XX Existing ____ Combined ____

Typical Section: Existing: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes 2; Med. None; Shldrs. 2'pave; Parking No

Traffic: Existing Facility: Existing ADT ____; Projected ADT ____; Yr. ____

Existing Level of Service ____

Proposed Facility: Projected ADT 1500; Yr. Upon completion

Projected Level of Service ____

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 1
Yes, No

Acres 2.0 ; Type of Relocation Req. None ; No. ---

Materials Source, Borrow, Waste Disposal Requirements, if any: The project would involve more than 50,000 c.y. of excavation. Embankment needs would come out of the excavation, as would the required rip rap - if suitable materials are found. A waste site (the south approach to the former Chetco River Bridge) has been identified for 3,000± c.y. of waste but a site must still be found for 50,000± c.y. of anticipated excess. Paving and shoulder materials would likely be provided by the county or they would be commercial.

Type of Structure(s):

No structure will be built and no modification to the Chetco River Bridge is thought necessary.

Brief Description of River or Stream and Type of Involvement, if any:

About 300 lineal feet of riprap are planned along the toe of the proposed connection in the northeast portion of the project - this is along the south bank of the Chetco River, within tidewater. At the minimum the county estimates about 500 c.y. of riprap will be below mean high water. The river bank in the project reach is rather steep until it reaches the general higher water level where the slope becomes very gradual.(See Page 2a)

Local City, County or COG priorities of project:

High on Curry County priority list.

FHWA and/or OSHD approvals given, if any:

None, first application.

Location or Design Alternatives (identify and describe):

None as presently designed. Scope of project and existing setting largely limit any options.

Other Descriptive Information or Comments: Due to the magnitude of the project and Curry County's relatively limited FAS-C funds, the immediate application is essentially for P.E. Nonetheless, the county is requesting a 5-year advance on its future funding allocations with which to construct the proposal.

(Attach project sketch map.)

Brief Description of River or Stream and Type of Involvement, if any:

The proposed riprap would sit on what is now a gravel bar which is subject to periodic inundation by brackish water.

This encroachment into the estuary would require extensive coordination with DSL, LCDC, C of E and perhaps even the Coast Guard. Fish and Wildlife people would also have an interest.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. **Natural:** The project is situated on the south bank of the Chetco River in the vicinity of the existing Chetco River Bridge. This location is about 4/5 mile inland from the river mouth.

Again, the river bank is steep. Immediately southwest of the bridge a large rock knob or stack fronts directly on the river. This is where the majority of project excavation would take place.

Much of the area has been cleared of vegetation for previous roadway and bridge construction. Remaining vegetation is dominated by bigleaf maple, myrtle, Sitka spruce, thimbleberry, etc.

2. **Cultural:** Development surrounds the project in all directions, but only in the distance. Given the setting of the immediate project vicinity - under the Chetco River Bridge, through a large "rock" knob, and along a portion of steep river bank - there is no private development on the project site.

6. Preliminary Identification of Areas of Critical Concern:

Keeping excavation activities and materials out of Chetco River, avoiding estuary conflict; finding suitable waste site(s) for excess material.

7. Potential for Controversial Issues:

County feels there is some potential for conflict from people advocating traffic signals on US 101 as a more complete solution.

Wetlands/estuary conflict and coordination.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No conflict.

b. Noise Standards

Noise is not a problem in this location at this time, but passing an estimated ADT of 1500 vehicles under the bridge might create some new noise potentials. A noise study report is required.

c. Water Quality Standards

This would depend upon potential excavation and riprap conflicts with the estuary.

d. Area Land Use and Transportation Plans, and Zoning

Essentially consistent.

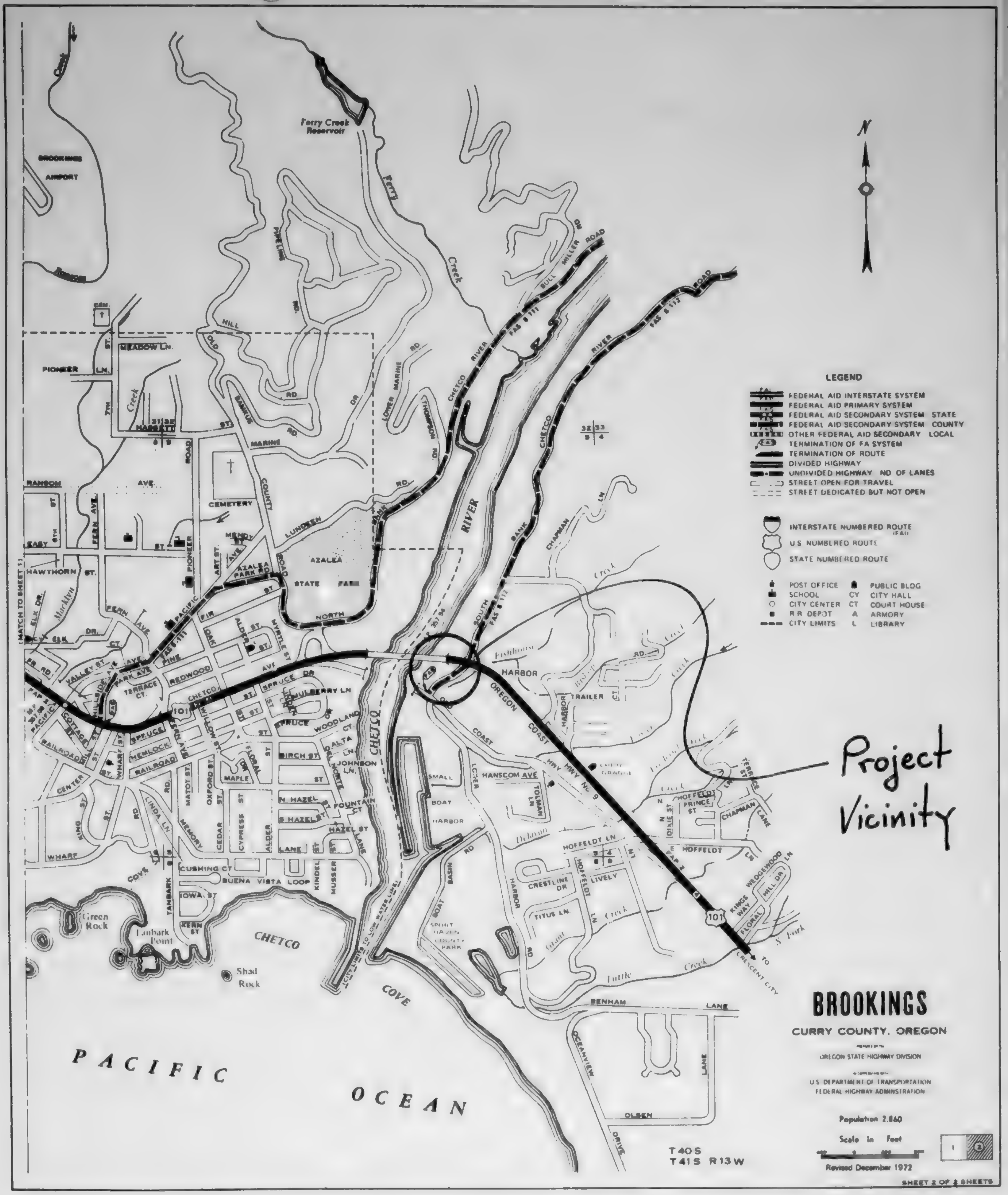
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----	------------	----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	XX D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Projects of this nature are major actions according to FHPM 7-7-2, para. 10d. During preliminary engineering, if it can be determined that estuary conflicts can be avoided, the project may be reassessed.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4


Project Vicinity
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
N
BROOKINGS AIRPORT
Ferry Creek Reservoir
Ferry Creek
CHETCO RIVER
BULL MILLER ROAD
NORTH BANK CHETCO RIVER ROAD
SOUTH BANK
OREGON COAST HWY NO. 9
101
HARBOR
SMALL BOAT HARBOR
SPORT HAVEN COUNTY PARK
AZALEA STATE PARK
CEMETERY
Green Rock
Tanbark Point
Shad Rock
CHETCO COVE
PACIFIC OCEAN
TO CRESCENT CITY
(MATCH TO SHEET 1)
T40S
T41S R13W
BROOKINGS
CURRY COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 2,860
Scale in Feet
Revised December 1972
SHEET 2 OF 2 SHEETS

9285

5-5-78
~~March 6, 1978~~

Glen Clark
Region 3 Federal Aid Engineer

~~Robert~~ H. Prange
Local Projects Supervisor

Proposed FAS-C Project
S. Bank Chetco River Road
FAS A301
Curry County

We are over-committed in FAS-C funds and cannot approve Curry County's entire project. We can, however, get preliminary engineering approval. This action looks like the apparent wish of the County in the first paragraph of their letter to you dated February 8, 1978.

Please let us know if this is the County's intent and if the $20,000 P.E. figure is correct. The County should understand that the State no longer does free P.E. on FAS-C projects, and that the County will be expected to pay their 7% of the costs.

RHP:ljt

5-5-78 This letter now becomes moot & full project should be processed under 5-1-78 advancement deadline. Reynoldson to do. J Wiener

H W

M

ROBERT W. STRAUD
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

February 13, 1978

Mr. Charles L. Warren
Assistant County Engineer
Curry County
P.O. Box 746
Gold Beach, OR 97444

Dear Mr. Warren:

This will acknowledge your letter of February 8, 1978, submitting an application for a FAS-C project for an underpass of the Oregon Coast Highway (US101) on the South Bank Chetco River Road in Curry County south of Brookings.

By a copy of this letter your project assessment is being given to Mr. Eb Engelmann, Regional Environmentalist, for review and further processing.

Your application is being forwarded to our Project Management Section for review and consideration as per the current agreement between the Association of Oregon Counties and the State of Oregon.

The Regional Right-of-Way Supervisor is being alerted to the future need for right-of-way so that liaison can be established early in the project development.

When additional information is available you will be advised.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
Bill Brown
Virgil Wilson
Frank Morrison
Eb Engelmann

PROJECT [illegible]
PME ☑ CCE ☐
LGE CCE FAE ☐
FEB 15 1978
TAA Zehner
File: PM FA
LG

Mack Arch on the Curry Coast
COUNTY OF CURRY
ROAD DEPARTMENT
COURTHOUSE
GOLD BEACH, ORE. 97444

February 8, 1978

Glen L. Clark
Highway Division, Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Dear Glen:

As discussed over the telephone, I am submitting the applications for the State to proceed with preliminary engineering and a cost estimate on the underpass proposed for the Southeast end of the Chetco River bridge.

Also included is a plan developed in 1973 by the then County Engineer, John Madding. His plan was to begin at the South Bank Chetco road curving to the left under the existing bridge between the abutment and first pier, then proceeding to the intersection of Shopping Center road, South Bank Chetco road, and Lower Harbor road. The grade of the route does not exceed 9% and slopes downhill toward the shopping center intersection.

We have walked the project length with Mr. Madding and the route seems worthy of further study. The clearance between the bridge and road will be greater than 20 feet. The only major cut is through a steep wedge of rippable material amounting to approximately 60,000 yards of excavation in total. At the top end of the underpass 8000 yards of embankment and about 5000 yards of rip-rap will support the roadway as it nears the river.

The planned subgrade is 40 feet wide with 32 feet of asphaltic concrete, curb and gutter. All cost projections have been based on these figures.

If you have any further questions about the way we obtained our figures or would like to discuss the project please contact me.

Sincerely,

Charles L Warren

Charles L. Warren
Assistant County Engineer

CLW:db

9285

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

March 14, 1978

FAS - A301

Mr. Charles Warren
Assistant County Engineer
Curry County
P.O. Box 746
Gold Beach, OR 97444

Dear Mr. Warren:

We have determined that there is insufficient federal-aid secondary county monies to fund the construction phase of your most recent project on South Bank Chetco River Road at US101.

Curry County's balance sheet as of October 1, 1977, showed $83,000 on hand. Curry County is allocated some $56,000 such funds each year.

It is our suggestion that due to the lack of available funds the preliminary engineering phase be undertaken in anticipation of future funds from which to draw for the construction phase.

The preliminary engineering phase is now anticipated to cost $35,000. This can be financed with current FAS-C funds. The county would be asked for an advance deposit of seven percent (half the 14% required match of 86% federal funds) after the Transportation Commission approved the project, agreements were signed, etc. This match would be approximately $2,450.

If you wish to proceed under these conditions please advise this office. It is only fair to advise that due to the workload of our engineering forces, the work would not start until next winter.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
L.E. George
Bill Brown
Frank Morrison

PROJECT MANAGEMENT
PME ☐ CCE ☑ OPE ☐
LGE ☑ FAE ☑ CFE ☐
MAR 1[illegible] 1978
File: PM FA
TAA LG CP

9225

FAS-C

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [illegible]

January 18, 1978

Mr. Charles Warren
Assistant County Engineer
Curry County
P.O. Box 746
Gold Beach, OR 97444

Dear Mr. Warren:

This will confirm our telephone conversation January 17, 1978 concerning your thought to apply for an FAS-C project for a grade separation at the intersection of the Oregon Coast Highway (US101) at South Bank Chetco River Road in Curry County south of Brookings.

A review of your FAS-C fund allocation reveals that you have (as of October 1, 1977) an uncommitted balance of $71,205 which would support a project of $83,000. Curry County is number thirteen on the priority list for eligibility to borrow from other counties as per the Association of Oregon Counties (AOC) Agreement. Thus, if you borrowed the maximum five years, this would amount to $280,000 or would support a $325,000 project. Combining the two, a project of $408,000 could be financially attained. ?

You have roughly estimated the cost at $500,000 to construct the grade separation. This office concurs with that "shotgun" estimate.

It might be best to consider making an application for preliminary engineering only at this time. This would provide plans, a firm estimate and specifications. A realistic decision could then be made.

Attached are the proper project application and project assessment forms. If you have any additional questions please contact this office.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

PROJECT MANAGEMENT
P.E
LGE
CCE ☐
FAE ☑
OM ☐
OPE ☐
JAN 19 1978
M
TAA Zobner-info
File: PM FA LG OP

GLC/cao
Encl.
cc: D.H. Moehring
Bill Brown

1981 Deschutes River (Twin Br. 9286
Rd.) Br. Sec.
(Structure)

C4A 7233 1-31-80

9286

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE	PURCHASE ORDER NUMBER		PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER
7/5/83		☐ PARTIAL ☒ FINAL		CA 1744

CODE

BILL TO:

Deschutes County
61000 Arnold Market Road
Bend, OR 97701

Attn: Neil Hudson

CREDIT DISTRIBUTION

321.00	$2,318.40

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)		TOTAL
Bridge Replacement Project Deschutes River (Twin Bridges Rd.) Bridge Deschutes County Agreement #7233 Contract #9286 BROS-900(5)		
Total Project Costs per itemized statement (See Attached)		$133,992.51
Less: Federal Funds		(107,139.95)
State Funds (Bridge Design)		(1,334.16)
Total County Share of Costs		$ 25,518.40
Less: Advance Deposit-P.E.	$ 2,640.00	
-Const.	23,060.00	(25,700.00)
REFUND DUE COUNTY		$ 181.60

Refund statement prepared by Rosalyn Wickham 378-5034

Itemized statement prepared by Ken Husby 378-6514

PROGRAM SECTION
MANAGER ________ PROJECT UNIT S
1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________
FOR ________

DESCHUC #2984 #2602

Advance Deposit Amount	$23,060.00	$ $2,640.00
Advance Deposit Previously Transferred to Highway Fund	21,060.00	$ 2,140.00
Balance	2,000.00	$ 500.00
Transfer to Highway Fund	2,000.00	$ 318.40
Refund Due	-0-	$ 181.60

REFUND ~~AMOUNT~~ DUE $ 181.60

SUBMITTED BY

Rosalyn Wickham

APPROVED BY

734-1191 (9-81)

9226

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE 6-24-83

COUNTY: Deschutes AGREEMENT NO: 7233 PROJECT NO: BROS-0900(5)

CONTRACT NO: 9286 SECTION: Deschutes R. (Twin Br. Rd.) Bridge

PRELIMINARY ENGINEERING:	Participating	Non-Participating
Resident Engineer	$ 4,311.82	$
Final Design-Roadway	448.96	
Bridge Design	6,670.81	
Soils & Geology	138.27	
Utility Liaison	10.00	
Reconn. & Hydrology	633.13	
Project Management	14.35	
Specifications	1,272.49	
Administration Services (Permits) Engr.	74.48	
Environmental	26.58	
Foundation Investigation	1,532.07	
TOTALS	$ 15,132.96	$ 0.00
Less Free Bridge Design	(6,670.81)	
Basis for Computation of Co Share	$ 8,462.15	

County Share PE = (20% of Partic. Cost) + (100% of Non-Partic. Cost)
County Share PE = 0.20 ($8,462.15) + 0.00
County Share PE = $ 1,692.43

CONSTRUCTION:	Participating	Non-Participating
Payment to Contractor	$ 108,831.05	$ 63.91
Interest on Final Payment		3.67
Resident Engineer	6,770.62	
Project Management	63.20	
Materials Testing Laboratory	2,055.67	
Technical Services Branch	580.07	
Construction Branch	264.41	
Region Engineer Office	226.95	
TOTALS	$ 118,791.97	$ 67.58

County Share of Construction=(20% of Partic. Cost)+(100% of Non-Partic. Cost)
=.20 (118,791.97) + 67.58
=$ 23,758.39 + 67.58 = $ 23,825.97

County Share of Construction=$ 23,825.97

SUMMARY:

Total Project Cost	$ 133,992.51
County Share PE	$ 1,692.43
County Share Const.	23,825.97
Total County Share	$ 25,518.40
Less: PE Advance Deposit (3-31-80)	(2,640.00)
Const. Advance Deposit (5-22-81)	(23,060.00)
REFUND TO COUNTY	$ (181.60)

7386 4-8-83

209-1902
209-1023

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. BROS-900(5)

PROGRAM APPROVED

VOUCHER PERIOD From: 2/21/80 To:

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 15,132.96	$ 15,132.96	80%	$ 12,106.37	$ 12,106.37	$ 0.00
118,859.35	118,791.97	80%	95,033.58	95,033.58	0.00
$133,992.51	$133,924.93	80%	$107,139.95	$107,139.95	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 4/21/83 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Deschutes River (Twin Bridges Rd.) Bridge Twin Bridges County Road Deschutes County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 15,132.96	
	Construction					
	Type Code X080					
	Structure Bridge #16479 (Sta. 3+10 To Sta. 4+10)					
	Formal Contract Payment Summary	Lump Sum			108,831.05	
	Construction Engineering					
	State	All Required			9,960.92	
	Total Participating Project Cost				$133,924.93	
	Nonparticipating Project Cost					
	Interest on Final Payments	All Required			63.91	
	Construction Engineering	All Required			3.67	
	Total Nonparticipating Project Cost				$ 67.58	
	Total Project Cost				$133,992.51	
	Prepared based on Participating Costs as shown on Federal Billing as of 4/21/83.					
	AMOUNT CARRIED FORWARD					

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

05/12/83

PREFIX GRP	FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
207-1932	1	BHOS-0700-005	14,400.00	10,244.31	10,244.31	80.00	8,195.45	8,167.76		27.69
221-1907	1	BHOS-2100-004	35,120.00	22,565.51	22,565.51	80.00	18,052.41	14,640.39		3,412.02
330-1073	1*	BHOS-3003-001	40,099.30	50,183.38	50,124.13	80.00	40,099.30	40,099.30		
330-1963	1*	BHOS-3003-001	2,764.70	3,455.88	3,455.88	80.00	2,764.70	2,764.70		
		PROJ TOTALS	42,864.00	53,639.26	53,580.01		42,864.00	42,864.00		
301-1005	1#	BROS-0103-002	114,378.42	143,438.14	142,973.02	80.00	114,378.42	114,378.42		
301-1005	8#	BROS-0103-002	1,012.56	1,267.36	1,265.70	80.00	1,012.56	1,012.56		
		PROJ TOTALS	115,390.98	144,705.50	144,238.72		115,390.98	115,390.98		
203-1042	1	BROS-0300-005	345,850.00	334,546.38	334,381.73	80.00	267,505.38	264,440.59		3,064.79
>203-1959	2	BROS-0300-005	9,800.00	12,250.00	12,250.00	80.00	9,800.00	9,800.00		
		PROJ TOTALS	355,650.00	346,796.38	346,631.73		277,305.38	274,240.59		3,064.79
303-1050	1	BROS-0303-001	30,681.00	34,702.49	34,677.65	80.00	27,742.12	26,650.79		1,091.33
303-1916	1	BROS-0303-001	13,600.00	15,970.29	15,970.29	80.00	12,776.23	12,776.23		
		PROJ TOTALS	44,281.00	50,672.78	50,647.94		40,518.35	39,427.02		1,091.33
205-1995	1#	BROS-0500-003	25,963.20	32,505.25	32,454.00	80.00	25,963.20	25,963.20		
205-1099	1	BROS-0500-004	277,710.07	343,810.71	343,810.71	80.00	275,048.57	275,074.27		25.70CR
>405-1001	1	BROS-0500-004	2,289.93	2,060.94	2,060.94	100.00	2,060.94	2,060.94		
		PROJ TOTALS	280,000.00	345,871.65	345,871.65		277,109.51	277,135.21		25.70CR
205-1905	1	BROS-0500-005	29,200.00	110.96	110.96	80.00	88.77	88.77		
>206-1058	2	BROS-0600-001	138,820.00	187,751.01	180,602.32	76.94	138,955.43	138,820.00	135.43 B	
207-1930	1	BROS-0700-003	8,560.00	9,442.74	9,442.74	80.00	7,554.19	7,554.19		
207-1049	1	BROS-0700-004	99,566.00	126,982.92	125,736.20	80.00	100,588.96	98,830.82	1,022.96 B	735.18
209-1024	1*	BROS-0900-004	104,345.68	130,483.19	130,432.10	80.00	104,345.68	104,345.68		
209-1903	1*	BROS-0900-004	16,930.54	21,164.07	21,163.17	80.00	16,930.54	16,930.54		
		PROJ TOTALS	121,276.22	151,647.26	151,595.27		121,276.22	121,276.22		
209-1023	1*	BROS-0900-005	95,033.58	118,859.55	118,791.97	80.00	95,033.58	95,033.58		
209-1902	1*	BROS-0900-005	12,106.37	15,132.96	15,132.96	80.00	12,106.37	12,106.37		
		PROJ TOTALS	107,139.95	133,992.51	133,924.93		107,139.95	107,139.95		
209-1917	1#	BROS-0900-006	4,501.51	5,626.89	5,626.89	80.00	4,501.51	4,501.51		

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                                                                            APRIL 1983        PAGE  923
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                              FISCAL          GRAND TOTAL
                           PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH      YEAR TO DATE        TO DATE
    DESCRIPTION                                                                                5,836.70
                        207    1981     910     00 P 1                                            78.00
                        207    1981     913     00 P 1                                            22.54
                        207    1981     913     00 N 1                                           110.62
                        207    1981     914     00 P 1                                           254.37
                        207    1981     920     00 P 1                                         1,683.07
                        207    1981     921     00 P 1                                         1,158.60
                        207    1981     923     00 P 1                                           817.57
                        207    1981     950     00 P 1
                                                                                              52,552.71
                                    SUB TOTAL
                                                                                              52,321.69
                                    TOT     P1                                                   231.02
                                    TOT     N1                                                52,552.71  **
                                  ** JOB TOTALS **                  **                **
                                                                                                          STATE
                      CONT NO     * FA PROJ NOS SOS 0700002 100                                  305.10CR
OLD DRY CRK OCHOCO HWY  207    1987     296     00                             1,181.42CR      2,998.38CR
                        207    1987     296     00 N 9                                           305.10
                        207    1987     297     00                                              1,271.22
                        207    1987     297     00 N 9                         1,181.42         1,727.16
                        207    1987     298     00 N 9

                                    SUB TOTAL
                                                                                                   76.15
                        207    1987     901     00 P 1                                             94.84
                        207    1987     901     00 N 1                                            156.81
                        207    1987     905     00 P 1                                            232.84
                        207    1987     905     00 N 1                                            747.51
                        207    1987     910     00 P 1                                          1,017.13
                        207    1987     910     00 N 1                                             50.40
                        207    1987     920     00 P 1                                            908.78
                        207    1987     921     00 P 1                                             19.02
                        207    1987     922     00 P 1
                                                                                                3,303.48
                                    SUB TOTAL

                                    TOT     00                                                  1,958.67
                                    TOT     P1                                                  1,344.81
                                    TOT     N1                                                  3,303.48  **
                                  ** JOB TOTALS **                  **                **
                                                                                                          STATE
                      CONT NO     * FA PROJ NOS BROS0900005 100
DESCH R(TWIN BR RD)BRIDGE                       00 N 9 Transfer of238.25 State Funds 238.25    14,246.37CR
                        209    1902     296     00 N 9 Transfer of Co. Funds                   2,140.00
                        209    1902     297     00 N 9 Transfer 238.25CR of Fed Funds238.25CR  12,1C6.37
                        209    1902     298

                                    SUB TOTAL
                                                00 P 1 Resident 297.81CR Engr.    297.81CR      4,311.82
                        209    1902     901
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                                                                              APRIL 1983          PAGE  924
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                                FISCAL            GRAND TOTAL
                      PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH             YEAR TO DATE          TO DATE
  DESCRIPTION                                                                                        448.96
                      209   1902    905     00 P 1  Final Design                                        4.20
                      209   1902    906     00 P 1  Bridge Design                                     138.27
                      209   1902    910     00 P 1  Soils & Geology                                    10.00
                      209   1902    914     00 P 1  Utility Liaison                                   633.13
                      209   1902    918     00 P 1  Recomn & Hydrology                                 14.35
                      209   1902    920     00 P 1  Project Management                              1,272.49
                      209   1902    921     00 P 1  Specifications                                     74.48
                      209   1902    922     00 P 1  Admin svcs Engr                                    26.58
                      209   1902    923     00 P 1  Environmental                                   1,532.07
                      209   1902    926     00 P 1  Foundation Investigation                        6,666.61
                      209   1902    927     00 P 1  Free Bridge Design
                                    SUB TOTAL          297.81CR            297.81CR             15,132.96

                                    TOT      P1        297.81CR            297.81CR             15,132.96
                                 ** JOB TOTALS **      297.81CR**          297.81CR**           15,132.96   **

                                                                                                              STATE
L DESCH R(MATSEN RD)BRIDG     CONT NO      * FA PROJ NOS BROS0900004 100
                        209   1903    296     00 N 9   130.54CR            130.54CR             19,220.54CR
                        209   1903    297     00 N 9                                             2,290.00
                        209   1903    298     00 N 9   130.54              130.54               16,930.54

                                      SUB TOTAL

                        209   1903    901     00 P 1   186.69CR            186.69CR              4,463.69
                        209   1903    905     00 P 1                                             2,971.36
                        209   1903    905     00 N 1                                                90
                        209   1903    906     00 P 1                                                 6.00
                        209   1903    914     00 P 1                                                 6.40
                        209   1903    918     00 P 1                                               709.11
                        209   1903    920     00 P 1                                               129.27
                        209   1903    921     00 P 1                                             1,486.93
                        209   1903    922     00 P 1                                               106.28
                        209   1903    923     00 P 1    30.61CR             30.61CR                 30.00
                        209   1903    926     00 P 1                                             2,466.29
                        209   1903    927     00 P 1                                             6,799.84

                                      SUB TOTAL        217.30CR            217.30CR             21,164.07

                                      TOT      P1      217.30CR            217.30CR             21,163.17
                                      TOT      N1                                                   90
                                   ** JOB TOTALS **    217.30CR**          217.30CR**           21,164.07   **

                                                                                                              STATE
C01 CANAL(DODDS RD) BRIDGE    CONT NO      * FA PROJ NOS BROS0900006 100
                        209   1917    296     00 N 9                       3,224.29CR            4,801.61CR
                        209   1917    298     00 N 9                       3,224.29              4,801.61

                                      SUB TOTAL

                        209   1917    906     00 P 1                         310.35              1,338.13
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              FISCAL       GRAND TOTAL   ACTIVE YRS
                                PREFIX FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE   TO DATE     BEG   END
      DESCRIPTION
                                                                                                    STATE
DESCHUTES R(THIN BR)BR   CONT NO 9286 * FA PROJ NOS BROS0900005 100
                          209   1023   201   00 P 1 Payment to Contractor               108,831.05   81    82
                          209   1023   206   00 N 1 Interest on Final Payment to Contractor  63.91   82    82
                          209   1023   208   00 N 1 Deduction of Retainage Administration Costs  34.49CR  82    82
                          209   1023   296   00 N 9 Transfer  238.25CR State Funds 189.43CR  116,093.58CR  81    83
                          209   1023   297   00 N 9 Transfer County Funds                 21,060.00   82    82
                          209   1023   298   00 N 9 Transfer  238.25 Fed Funds  189.43   95,033.58   81    83
                                                                                    108,860.47
                                     SUB TOTAL
                          209   1023   900   00 P 1 Resident 297.81 Engineer  297.81      6,770.62   81    83
                          209   1023   900   00 N 1 Resident Engineer                      3.67   81    82
                          209   1023   920   00 P 1 Project Management                    63.20   81    81
                          209   1023   928   00 N 1 Retainage Administration Costs  1.42  34.49   81    82
                          209   1023   940   00 P 1 Salem Mat'ls Testing Lab            1,172.48   81    81
                          209   1023   941   00 P 1 Portland Mat'ls Testing Lab              .92   81    82
                          209   1023   942   00 P 1 Eugene Mat'ls Testing Lab             882.27   81    82
                          209   1023   944   00 P 1 Technical Services Branch             580.07   81    82
                          209   1023   945   00 P 1 Construction Branch                   264.41   81    82
                          209   1023   946   00 P 1 Region Engineer Office                226.95   81    82
                                     SUB TOTAL              297.81          299.23      9,999.08

                                     TOT    P1              297.81          297.81    118,791.97
                                     TOT    N1                                1.42         67.58
                                  ** JOB TOTALS **          297.81  **      299.23  ** 118,859.55  **
                                                                                                    STATE
LIT DESC R(MASTEN RD)BR  CONT NO 9287 * FA PROJ NOS BROS0900004 100
                          209   1024   201   00 P 1                                  120,651.52   81    82
                          209   1024   206   00 N 1                                      35.09   82    82
                          209   1024   296   00 N 9         173.84CR         92.21CR  129,385.68CR  81    83
                          209   1024   297   00 N 9                                  25,040.00   82    82
                          209   1024   298   00 N 9         173.84           92.21   104,345.68   81    83
                                                                                    120,686.61
                                     SUB TOTAL
                          209   1024   900   00 P 1         186.69          186.69      6,258.79   81    83
                          209   1024   900   00 N 1                                      16.00   81    81
                          209   1024   920   00 P 1                                      26.80   81    81
                          209   1024   940   00 P 1                                     775.68   81    81
                          209   1024   941   00 P 1                                        .92   81    82
                          209   1024   942   00 P 1                                   1,264.93   81    82
                          209   1024   944   00 P 1                                     504.76   81    83
                          209   1024   945   00 P 1                           15.67     326.28   81    83
                          209   1024   946   00 P 1                                     591.81   81    82
                          209   1024   948   00 P 1          30.61           30.61       30.61   83    83
                                     SUB TOTAL              217.30          232.97      9,796.58

                                     TOT    P1              217.30          232.97    130,432.10
                                     TOT    N1                                             51.09
                                  ** JOB TOTALS **          217.30  **      232.97  ** 130,483.19  **
```

Deschutes County

VICTOR ATIYEH
GOVERNOR

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE
LAND BOARD

VICTOR ATIYEH
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

April 1, 1982

Deschutes Riv. (Twin Brs)

Permit No.: RF 3376
Waterway: Deschutes River
Expiration date: 6-19-82
Please return by: 3-22-82
Fee: $50.00

D-31
MR. DONALD TROUT
223 Transportation Bldg.
Salem, OR 97310

Sir:

Your Removal-Fill permit is due to expire soon. If you wish to continue the activity outlined in the permit it will be necessary to renew the permit within the next few weeks. If you plan to do other work or modify your earlier plans, please complete the attached application and send it with suitable maps and drawings, to our office. If any information is needed to update our files it will be checked below. Please return this letter and any information if needed, to our office.

_____An updated application form, with all appropriate information filled in and signed by an authorized person.

_____A map showing the location of the area and landmarks for finding the operation. An example is enclosed.

_____A plan view of the project. This may be hand drawn, an example is enclosed.

_____A cross-section drawing showing the existing area and the proposed alteration. An example is enclosed.

Please contact us if you have any questions involving the permit program or this renewal: Please call Permit Section at 378-3059.

Sincerely,

Marge Akers

Marge Akers
Waterway Permit Specialist

Enclosure

DJT

(PLEASE CHECK)
(✓)I do not wish to renew this permit.
( )Please renew this permit no change in plans.
( )Please renew this permit revised plans attached.

____Versteeg________
____Anderson________
Adams ________
____[illegible]________
____Sullivan________
____Turpin________
____Trout________
____Wakerlig________

RECEIVED
APR 2 1982
ROAD DESIGN SECTION

Do not File ☐
Return To ________
Bring Me ________
Action ________

Orig to [illegible]
4-[illegible]-82
([illegible])

DIVISION OF STATE LANDS * 1445 State Street, Salem, OR 97310 *Phone 378-3059

INSTRUCTIONS FOR APPLYING FOR REMOVAL OR FILL PERMIT

1. All items of the application should be completed if applicable to the project.

2. Item 5 should state the main purpose of the project and the secondary purpose, if any. Example: The main purpose is to scalp a gravel bar to reduce erosion. The secondary purpose is to secure gravel for use on driveways.

3. Item 6 should include a statement of the equipment to be used and a brief explanation of methods to accomplish the project. If a riprap project, please name source of the rock.

4. Item 10 should state the maximum amount of material that would be removed or placed in fill. "Fill" applies only to material placed waterward of the bankline.

5. Please provide a location map (U.S.G.S. Quadrangle, Metsker map or BLM map). A plan drawing and a cross-section drawing of the project site showing the following (Recommended scale of the plan and cross-section--1"= 100 ft.)

   a. The specific location of the proposed project relative to the water body. Direction of the water flow must be noted.

   b. The location of Ordinary High Water line or Mean High Tide line, whichever is appropriate. The reference datum should be noted.

   c. The location of the Ordinary Low Water line or Mean Low Tide line, whichever is appropriate. The reference datum should be noted.

   d. Pertinent property boundaries.

   These plans are important, and processing of the permit will be delayed if they are not sent. Maps and drawings should be on 8½ x 11" paper. They do not have to be professionally done, but should accurately show the area and what will be done. They should be suitable for photocopying. Pencil and blue ink do not copy well. If large plans are used, 20 copies should be submitted. The location map should include names or numbers of roads and other reference points to help reviewers locate the site.

6. The required fee must be submitted before the application can be processed. The fee schedule is on the back of this sheet.

7. Please attach a letter of approval from the local planning authority with jurisdiction over your project. Evidence of compliance with local comprehensive plans and zoning is necessary for issuance of a permit and proof of compliance will greatly aid review of your application. Some counties (notably Washington County) require a permit for any activity in waterways or flood plains. If in doubt about your county requirements, it would be advisable to check.

NOTE: Normal processing time for removal permits is 35 to 45 days. Fill permits may require as long as 90 days. Please apply as early as possible to avoid delays in your project.

STATUTORY FEE SCHEDULE

FOR

REMOVAL & FILL PERMIT APPLICATIONS
[ORS 541.620 (3)]

(A) For a removal by a private operator or public body, or a person contracting to perform services for such persons, $50.00.

(B) For a removal by a commercial operator, $100.00.

(C) For a fill by a private operator or public body, or a person contracting to perform services for such persons, $100.00.

(D) For a fill by a commercial operator, $250.00.

*(E) For erosion - flood repair by a private landowner or public body, or a person contracting to perform services for such persons, no fee.

*(F) For erosion - flood repair by multiproject, no fee.

(G) Riprap, no fee.

Definitions:

(A) "Private operator" means any person undertaking a project for exclusively a nonincome-producing and nonprofit purpose.

(B) "Public body" means federal, state, and local governmental bodies unless specifically exempted by law, engaged in projects for the purpose of providing free public services.

(C) "Commercial operator" means any person undertaking a project having financial profit as a goal.

(D) "Multiproject" means projects where storm or flood damage has necessitated multiple projects to maintain and repair existing facilities or land in natural waterways, in which case a single permit with multiple attachments may be issued.

(E) "Riprap" means the facing of a streambank with rock or similar substance to control erosion in accordance with regulations promulgated by the division.

(F) "Erosion - flood repair" means any work necessary to preserve existing facilities and land from flood and high stream flows, in accordance with regulations promulgated by the division.

*Amended by 1977 Legislature

Division of State Lands
1445 State Street
Salem, Oregon, 97310
Phone: 378-3059
378-3805

Permit No. 3376
Permit Type Removal/Fill
Waterway Deschutes River
County Deschutes County
Expiration Date June 19, 1982
Hwy. Job No. 307

A. K. LUNDMARK & SON, INC.

IS AUTHORIZED IN ACCORDANCE WITH ORS 541.605 TO 541.695 TO PERFORM THE OPERATIONS DESCRIBED IN THE ATTACHED COPY OF HIS APPLICATION, SUBJECT TO THE SPECIAL CONDITIONS LISTED ON ATTACHMENT A AND TO THE FOLLOWING GENERAL CONDITIONS:

1. This permit does not authorize trespass on the lands of others. The permit holder shall obtain all necessary access permits or rights-of-way before entering lands owned by another.
2. This permit does not authorize any work that is not in compliance with local zoning or other local, state, or federal regulations pertaining to the operations authorized by this permit. The permit holder is responsible for obtaining the necessary approvals and permits before proceeding under this permit.
3. If removal is from state-owned submerged and submersible land, the applicant must comply with leasing and royalty provisions of ORS 274.530. Creation of new lands upon submerged or submersible lands must comply with provisions of ORS 274.905 et seq.
4. All work done under this permit must comply with Oregon Administrative Rules, Chapter 340; Standards of Quality for Public Waters of Oregon. Specific water quality provisions for this project are set forth on Attachment A.
5. Violations of the terms and conditions of this permit are subject to administrative and/or legal action which may result in revocation of the permit or damages. The permit holder is responsible for the activities of all contractors or other operators involved in work done at the site or under this permit.
6. A copy of the permit shall be available at the work site whenever operations authorized by the permit are being conducted.
7. Employees of the Division of State Lands and all duly authorized representatives of the Director shall be permitted access to the project area at all reasonable times for the purpose of inspecting work performed under this permit.
8. The Division of State Lands retains authority to temporarily halt or modify the operation if it should cause excessive turbidity or damage to natural resources.
9. Any permit holder who objects to the conditions of this permit may request a hearing from the Director, in writing, within 10 days of the date this permit was issued.

Ed Zajonc, Director
Oregon Division of State Lands

Stan Hamilton
Authorized Signature

June 19, 1981
Date Issued

RECEIVED
JUN 23 1981
ROAD DESIGN SECTION

Versteeg
Anderson
Christenson
Olson
Sullivan
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ATTACHMENT A

Special Conditions for Material Removal/Fill Permit No. 3376

1. This permit authorizes the removal of up to 160 cubic yards of material and the placement of up to 50 cubic yards of rock riprap in Section 17 & 20, T16S, R12E (Twin Bridge Road) in conjunction with bridge replacement project as outlined in the attached permit application, map and drawings (OSHD No. 307).
2. Turbidity increase shall be limited to 10% increase above background as measured 100 feet below project.
3. The operation shall be conducted behind cofferdams (at bridge supports and approaches) sufficient to isolate the operation from the free flowing stream.
4. Waste materials and spoils shall be placed above the bankline.
5. There shall be no operation of equipment in the active flowing stream between October 1 and June 30.
6. Riprap shall be placed under these conditions:
    a. Only clean, erosion resistant rock from the upland source shall be used as riprap. No broken concrete or asphalt shall be used as riprap.
    b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.
    c. All riprap shall be placed from above the bankline.
7. Removal of existing woody vegetation shall be minimal.
8. No fresh concrete shall come in contact with the active flowing stream.
9. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

June 19, 1981

Don Trout
Room 223, Transportation
Building, Salem, OR 97310

OSHD Permit No. 307
Deschutes River (Twin Brs.) Br.
Twin Bridge Road
Deschutes County
January 14, 1981

FOR DIVISION USE
Please return by
Date Received
Permit No. R/F 3376
Waterway Deschutes River
County Deschutes County

APPLICATION FOR REMOVAL OR FILL PERMIT
(ORS Chapter 541.605 et seq.)

Please Print

1. Applicant's Name A. K. Lundmark and Son, Inc.
   Address Route 1, Box 30908 South Wall Street Phone 824-3531
   City Colton State Oregon Zip Code 97017
2. Project Supervisor's Name Jerry N. Lundmark Phone 824-2323
3. Property Owner's Name Deschutes County
   Address County Courthouse Phone
   City Bend State OR Zip Code
4. Waterway affected by project Deschutes River Tributary of Columbia River.
   County Deschutes River Mile Section 17, 20 Township 16S Range 12E
   Local name for project location Twin Bridge Road
5. Purpose(s) of project Bridge Replacement
6. Describe your proposed operation (Attach additional sheet if necessary):
   See Remarks #14.
7. When will project start? Summer, 1981 Be completed? Fall, 1981
8. Project will be: Removal XX Fill Combination Riprap 25 Cu. Yds.
9. Fill will consist of: rock gravel sand silt other
   Removal will consist of: rock gravel XX sand XX silt XX other Dirt
10. Amount of Fill (cu.yds.) annually total project
    Amount of Removal (cu. yds.) annually total project Approx. 160 Cu. Yds.
11. Where will you place surplus materials? Along bridge approach fills.
12. What steps do you plan to take to restore the area to its natural condition?
    All new or disturbed dirt slopes will be seeded and mulched.

Signed Judy L. Lundmark Title Sec Date June 15, 81

CONTINUED ON BACK OF SHEET

13. List names and addresses of adjoining property owners.

----

14. Remarks: Proposed work involving the stream is for the construction of the proposed bridge and the placement of a small amount of riprap.

The proposed bridge will be a two span concrete bridge. Abutment walls with wing walls will support each end. The center bent will be of concrete. All three supports will rest on concrete spread footings that will require excavation for their construction. Class 50 riprap will be placed at the bottom of each abutment wall to prevent erosion.

Awarded: May 22, 1981
Time: 150 Calendar Workdays

Versteeg
Anderson
Christensen
Olson
Sullivan
RECEIVED
JUN 16 1981
ROAD DESIGN
SECTION
Do Not [illegible]

Don Trout

Hwy. #307
Deschutes River
Deschutes County

FROM DIVISION OF STATE LANDS

Deschutes R (Twin Brs. Rd) Br.
Twin Bridge Road

PRELIMINARY
ATTACHMENT A

Special Conditions for Material Removal/Fill Permit No. 3376

1. This permit authorizes the removal of up to 160 cubic yards of material and the placement of up to 50 cubic yards of rock riprap in Section 17, & 20, T16S, R12E (Twin Bridge Road) in conjunction with bridge replacement project as outlined in the attached permit application, map and drawings (OSHD No. 307).

2. Turbidity increase shall be limited to 10% increase above background as measured 100 feet below project.

3. The operation shall be conducted behind coffer dams (at bridge supports and approaches) sufficient to isolate the operation from the free flowing stream.

4. Waste materials and spoils shall be placed above the bankline.

5. There shall be no operation of equipment in the active flowing stream between October 1 and June 30.

6. Riprap shall be placed under these conditions:

   a. Only clean, erosion resistant rock from an upland source shall be used as riprap. No broken concrete or asphalt shall be used as riprap.

   b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.

   c. All riprap shall be placed from above the bankline.

7. Removal of existing woody vegetation shall be minimal.

8. No fresh concrete shall come in contact with the active flowing stream.

9. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

March 10, 1981

___Versteeg___ AS
___Anderson___ Copy
___Christensen___ Copy
___Olson___
___Sullivan___ Copy
___Terpin___
___Trout___
___Wakerlig___

RECEIVED
MAR 1 0 1981
ROAD DESIGN SECTION

Location AS
Bridge
Environment
Do Not File ☐
Return To ______
Bring Up ___/___/___
Action ______

9286

E

January 7, 1982

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9286

Gentlemen or Ladies:

On December 30, 1981, we wrote to you concerning release of final payment on Contract No. 9286 awarded to A. K. Lundmark & Son, Inc. for the Deschutes River (Twin Bridges Road) Bridge in Deschutes County.

Final payment on this contract is $2,663 and the total contract amount is $108,831.05. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: A. K. Lundmark & Son, Inc.
Route 1, Box 30908 S. Wall Street
Colton, OR 97017

bc: C. T. Keasey
Walt Hart
Dale Allen

9286

file E.

1-6-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Central Oregon Pavers, Inc. No. 9075	Madras Prineville Hwy.-S. McMeen Co. Jefferson County	Dec. 8, 1981
MOCON Corp. No. 9147	S.E. 92nd Ave.-S.E. Lester Ave. Multnomah & Clackamas Counties	Dec. 9, 1981
Kizer Excavating Co. No. 9209	Dundee/Newberg Rd. @ SPRR X'ing Yamhill County	Dec. 10, 1981
Maxwells Electric, Inc. No. 9130	C.B.D. Traffic Signals (Portland) Multnomah County	Dec. 14, 1981
Comco Const., Ore. Ltd. dba Salem Rd. & Driveway Co. No. 9274	McLeod Lane N.E.-Oregon Electric Railroad Marion County	Dec. 16, 1981
Electric Corp. No. 9243	Clackamas Hwy. @ S.E. River Rd. (Milwaukie) Clackamas County	Dec. 15, 1981
W.R. Grasle Co. No. 9166	Walker Rd. @ Cedar Hills Blvd. (Beaverton) Washington County	Dec. 16, 1981
Linnco Electric Co. No. 9230	Santiam Hwy. @ Clay St. (Albany) Linn County	Dec. 15, 1981
Traffic Marking Specialists, Inc. No. 9163	Multn. Co. Pavement Marking Proj. No. 2 Multnomah County	Dec. 11, 1981
F.E. Ward, Inc. No. 9236	Diversion Canal (Joe Wright, Reeder, Spring Lake Rds.) Bridges Klamath County	Dec. 11, 1981
Hamilton Electric, Inc. No. 9202	McKenzie Hwy. @ 42nd. St. (Springfield) Lane County	Dec. 18, 1981
Babler Bros., Inc. No. 9310	Madras - Bear Drive Jefferson County	Dec. 24, 1981

Contractor and Contract No.	Section & County	Acceptance Date
A.K. Lundmark & Son, Inc. No. 9286	Deschutes River (Twin Bridges Rd.) Bridge Deschutes County	Dec. 29, 1981
Hamilton Electric, Inc. No. 8918	S.E. Monterey Ave.-S.E. Harmony Rd. Clackamas County	Dec. 29, 1981
Douglas S. Coats, Inc. No. 9266	Hay Canyon Creek Bridge Sherman County	Dec. 29, 1981
A.K. Lundmark & Son, Inc. No. 9287	Little Deschutes River (Masten Rd.) Bridge	Dec. 30, 1981
Kniesteadt & Sons No. 9283	Powder River (Beaver Creek Rd.) Bridge Baker County	Dec. 30, 1981
Hertz Electric, Inc. No. 9181	Cornell Rd. @ Murray Blvd. Washington County	Dec. 30, 1981

January 6, 1982

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9286

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Deschutes R. (Twin Bridge Road) Bridge

WEEK ENDING: October 3, 1981

SECTION PREFIX: 209-1023

HIGHWAY: Twin Bridge Road

COUNTY: Deschutes

NAME OF JOB: Deschutes R. (Twin Bridges Rd.) Br.

KIND OF WORK: Structure

CONTRACTOR: A.K. Lundmark & Son, Inc.

CONTRACT NUMBER: 9286

FEDERAL AID PROJECT NUMBER: BROS-0090(5)

DATE OF CONTRACT: May 22.1981

DATE WORK STARTED: June 8, 1981

ESTIMATED COMPLETION DATE: July 24, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 150

CALENDAR DAYS USED: 117

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 115,323.95

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 106,179.32

ENGINEERING AUTHORIZATION: $ 9,144.63

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 106,179.32

ENGINEERING COST TO DATE: $ 5,800.00

DATE PROJECT WAS COMPLETED: 9-28-81

ESTIMATED PERCENT: OVERRUN UNDERRUN ____%

PERCENT OF AUTHORIZATION: 64 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cool, sunny			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 5 1981
CONSTRUCTION BRANCH

ASHE K
CAE
FOE
QC
SCS
LEO
OM
CA
LE
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Guardrail installation completed. Project completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Project completed.

Const. (3)
Region (1)
Files (1)

SIGNED N.D. Krehbiel LOCATION Redmond
by Mike Anderson

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9286

STATE COPY

TO BE COMPLETED BY FHWA	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 6-51		County Deschutes
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number BROS-0900(5)
MODIFICATION NUMBER 1	6-2-81	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 8, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$20,700	$136,023
Federal funds	$16,560	$108,818
Other revisions		

This modification is made for the following reasons: Adding Construction Phase

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of June, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XBy For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale C. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, May 19, 1981

Federal Aid Project
No. BROS-0900 (5)

Deschutes River (Twin Bridges Rd.) Bridge
Twin Bridges County Road
Deschutes County

Project Agreement Estimate

Type Code P.E. Preliminary Engineering	All Required		$ 20,700.00
Type Code X080 Structure Bridge #16479 (Sta. 3+10 to Sta. 4+10)			
Mobilization	All Required		$ 2,000.00
Temporary Protection and Direction of Traffic	All Required		1,200.00
Temporary Signs	20 Sq. Ft.	20.00	400.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50 Lin. Ft.	20.00	1,000.00
Bridge Removal Work	All Required		2,500.00
Shoring, Cribbing, Etc.	All Required		3,000.00
Structure Excavation	125 Cu. Yd.	10.00	1,250.00
Structural Concrete, Class 3300 (91 c.y.)	All Required		18,600.00
4'x50'/55' Prestressed Slabs	16 Each	3,125.00	50,000.00
Reinforcement (12,500 lbs.)	All Required		7,500.00
Metal Rail with Tubing	263 Lin. Ft.	39.00	10,257.00
Guard Rail in Stockpile	All Required		3,200.00
Loose Riprap, Class 50	20 Cu. Yd.	25.00	500.00
			$101,407.00
Anticipated Items Permanent Signing	All Required		$ 200.00
	Subtotal		$101,607.00
	Engineering		13,716.00
	Total		$115,323.00

Oregon State Highway Division
Salem, Oregon, May 19, 1981

Federal Aid Project
No. BROS-0900 (5)

Length of Structure 0.019 Mi.

Summary of Funds (80%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 20,700	$ 16,560	$ 1,500	$ 2,640
Structure	115,323	92,258	—	23,065
Total	$136,023	$108,818	$ 1,500	$25,705

Group 1 100%
Contract No. 9286
Prefix 209-1902
Prefix 209-1023

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-138	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-8-80	State Oregon County Deschutes Project No. BROS-0900(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 2.5 mi. N.E. of Tumalo

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-21-80	0.02
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 80.0%

ESTIMATED TOTAL COST OF PROJECT $ 20,700.00	FEDERAL FUNDS $ 16,560.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX For H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon April 3, 1980

Federal-Aid Project
No. BROS-0900(5)

Deschutes River(Twin Br. Rd.) Bridge Section
County Road in Deschutes County

Project Agreement Estimate

Type Code PE
Preliminary Engineering
Preliminary Engineering All Required $ 20,700.00
Total $ 20,700.00

Length of Project- - - - -0.02 miles

SUMMARY OF FUNDS (80.0%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 20,700.00	$ 16,560.00	$ 1,500.00	$ 2,640.00
Retain in Program PS&E Status	221,300.00	177,040.00	- - - -	44,260.00
Total	$242,000.00	$193,600.00	$ 1,500.00	$46,900.00

Group 1 - 100%
Prefix - 209-1902

9286

May 1, 1981

ACC

Deschutes County Board
of Commissioners
61000 Arnold Market Road
Bend, Oregon 97701

Attn: Neil Hudson
Public Works Director

Gentlemen:

On April 30, 1981 we received a satisfactory bid from A. K. Lundmark & Son, Inc., 30908 S. Wall Street, Colton, Oregon 97017 for the Deschutes River (Twin Bridges Road) Section. We anticipate the construction cost to be:

Contractor's Bid	$101,407.00
Anticipated Additional Item:	
Permanent Signing	$ 200.00
SUBTOTAL	$101,607.00
4 1/2% Contingencies	4,572.32
9% Engineering	9,144.63
ESTIMATED TOTAL COST	$115,323.95

County's Advance Deposit:
20% of $115,323.95 = $23,064.79 or say $23,060.00

We will award the contract when we receive your advance deposit, which should arrive no later than May 22, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc W/AD # 901: John Hagedorn, Region 4 Federal Aid Engineer
Vern Skoog - Please return completed AD # 901
when advance deposit is received.

Check Rec'd
5-22-81
per Faye

92?6

4-8-81

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BROS-0900(5)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Deschutes

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00071

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/8/81

8. FEDERAL ROUTE NUMBER: Non Federal aid

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:
Deschutes River (Twin Bridge Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK:

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 4/1/81 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

Orig to:
4-8-81

RECEIVED
STATE HWY ENGR
APR 20 '81
REFER TO
Moehring
FOR

Info	Inver	R/D	D-R	Spm	Act	File

14. DATE: 4/8/81

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

[illegible]

[illegible] 4-1-1 2009

209-1902

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-090(5)
Project Name Deschutes River Bridge
Twin Bridges County Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon, this 1 day of April, 1981

County of

Robert C Paulson
County Judge/Chairman

Clay C Shepard
Commissioner

Albert A Young
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date June 1, 1981

Instructions: Complete A or B and C.
R/W File No.
Rev. 1/76

9286 Deschutes

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR ✓ 3/31/81 Donald L. Rout

Tom

April 30, 1981 Bid Letting ____________ All Clear Deadline

SECTION Deschutes River (Twin BRS. Rd.) Bridge
Highway ____________
County Deschutes Region 4
Type of Work Structure Funds HBR(OS)
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

DSL ✓
Noise ✓

3EKC

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☐	☒	☒	☒	☒
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☐	☒	☐	☐	☒

Statewide

Section Deschutes River (Twin Bridges Rd.) Bridge Programming Estimate $ 161,000 Rm

Highway Twin Br ges Road Pr ct Length 350'

County Deschutes Completion Time 150 CD

Kind of Work Structure Est. Comp. Date Oct. 27, '81

Prefix 209 - 1902 Letting Date April 30, '81 Project No. BROS-0900(5)

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 3-16-81

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
Industrial Engineers

Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs

Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Engr.
Traffic Signal Unit
Traffic
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 4]
District Number
Resident Engineer

ATTENTION:
John Hagedorn

FROM:
Proj. Mngt.

COMMENTS:
Please inform the County.

Form 731-0022 (6-80) SP*71282-734

ONSTRUCTION AUTHORIZATION

ontract Amount	$ 142,020.00
200	$ 200.00
Subtotal	$ 142,220.00
Contingencies (4-1/2%)	6,399.90
Engineering (8, [✓ 9], 10%)	12,799.80
~~Subtotal~~	$
Credit for	
Estimated Net Authorization, Construction	$ 161,419.70
Est. P.E. Cost	12,000.00
Est. Total Cost	$ 173,419.70
Federal Share (80% 173419.70)	138,735.76
Less PE Ad. Deposit	2640 $ ~~2,860.00~~
County share of Costs	$ 31,823.94

APPROVED

Road Design Engineer

Rev. 5/79

Section Deschutes River (Twin Bridges Rd.) Bridge Programming Estimate $ 161,000

Highway Twin Bridges Road Project Length 350'

County Deschutes Completion Time 150 CD

Kind of Work Structure Est. Comp. Date Oct. 27, '81

Prefix 209 - 1902 Letting Date April 30, '81 Project No. BROS-0900(5)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 142,020.00

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	200	
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		$ 200.00
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
______		
______		
______		
______		
______		

Subtotal $ 142,220.00

Contingencies (4-1/2%) 6,399.90

Engineering (~~8~~, [✓ 9], ~~10~~%) 12,799.80

~~Subtotal~~ $

Credit for ______ . . . . ______

Estimated Net Authorization, Construction $161,419.70

Est. P.E. Cost 12,000.00

Est. Total Cost $173,419.70

Federal Share (80% 173419.70) 138,735.76

Less PE Ad. Deposit 2,860.00

County share of Costs $ 31,823.94

APPROVED

______

Road Design Engineer

Rev. 5/79

OREGON STATE HIGHWAY DIVISION
~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 1
Date March 2, '81

ection Deschutes River (Twin Bridges Rd.) Bridge
County Deschutes
ind Of Work Structure
Length -
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	(10%)	13,000-
2	Temporary Protection and Direction of Traffic		All	All	-	500-
3	Temporary Signs		Sq. Ft.	20	6-	120-
4	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	50	12-	600-
	~~Flagmen~~		~~Hour~~			
	STRUCTURE					
5	Bridge Removal Work		All	All	-	8,000-
6	Shoring, Cribbing, Etc.		All	All	-	2,000-
7	Structure Excavation		Cu. Yd.	125	12-	1,500-
8	Structural Concrete, Class 3300 (91 C.Y. @ $ 300)		All	All	-	27,300-
9	4' x 50'/55' Prestressed Slabs		Each	16	4,100	65,600-
10	Reinforcement (12,500 lbs. @ $0 50)		All	All	-	6,250-
11	Metal Rail with Tubing		Lin. Ft.	263	50-	13,150-
12	Guard Rail in Stockpile		All	All	-	3,500-
13	Loose Riprap, Class 50		Cu. Yd.	20	25-	500-

9286

STATE OF OREGON

INTEROFFICE MEMO

TO: D. D. Allen
Region IV Engineer

DATE: February 27, 1981

DES 23
16479

FROM: J. E. Backstrand, Supervising
Structural Design Engineer

original /s/ JEB

SUBJECT: Deschutes River (Twin Bridge Road)
Deschutes River (Twin Bridge Road) Section
Twin Bridges Road
Deschutes County
Bridge 16479

HBR (OS)

Enclosed are two reduced prints of Drawings 35793-35794-35795 and 35796 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$ 5,000
Structures	123,700
20% Engineering & Contingencies	25,740
TOTAL	$154,440 + PE?

Costs above include stockpiling of guardrail and anchors at bridge ends and removal of old bridge. They do not include grading and surfacing, and membrane waterproofing of bridge.

It is planned to call for bids on this section on April 30, 1981.

Please make a field review and return one set by March 13, 1981, with your comments and/or corrections noted thereon.

LH:jrb

Enclosures

cc: Charles Plummer, Deschutes County Roadmaster /w/2 sets
H. A. Schell / / 2 sets
Specs Unit /w/ 1 set plus estimate sheet (unchecked) and designers notes
Construction /w/ 1 set
Utility Unit /w/ 1 set
Don Harwell, County-City Unit
Engineering /w/ 1 set
Norman Krehbiel, Resident Engineer /w/ 1 set

Dm 87.

9286

1-81

```
                                                                      29.88              29.88
         207   1987     923     00 P 1
                        TOT     P1                 97.03           1,104.11           [illegible]
                     ** JOB TOTALS **              97.03  **       1,104.11  **       [illegible]  **

                                                                                                   STATE
 DESCH R(THIN BR RD)BRIDGE    CONT NO      FA PROJ NOS BROS900005 100
                                                  122.05CR        5,512.68CR         9,912.92CR
         209   1902     296     00 N 9
         209   1902     297     00 N 9                                                2,140.00
         209   1902     298     00 N 9            122.05          5,512.68           7,772.92
         209   1902     901     00 P 1                            2,856.69           [illegible]
         209   1902     905     00 P 1                              384.45             384.45
         209   1902     906     00 P 1                                4.20               4.20
         209   1902     910     00 P 1                                                 135.27
         209   1902     914     00 P 1             10.00             10.00              10.00
         209   1902     918     00 P 1             77.80            633.13             673.13
         209   1902     920     00 P 1                                                  14.35
         209   1902     921     00 P 1            155.60            155.60             155.60
         209   1902     922     00 P 1             38.02             43.03              43.03
         209   1902     923     00 P 1                               26.58              26.58
         209   1902     926     00 P 1                              808.94           1,532.07
         209   1902     927     00 P 1            646.21          3,417.50           3,417.50
                        TOT     P1                927.63          8,340.12          10,643.78
                     ** JOB TOTALS **             927.63  **      8,340.12  **      10,643.78  **


 TOTAL TO DATE JOB COST SUMMARY                                   JANUARY 1981      PAGE  622
                                                                     FISCAL         GRAND TOTAL
 DESCRIPTION OF JOB OR DEPARTMENT   PREFIX     FUNCTION   GR  CURRENT MONTH  YEAR TO DATE   TO DATE

                                                                                                   STATE
   L DESCH R(MATSEN RD)BRIDG    CONT NO      FA PROJ NOS BROS900004 100
                                                  821.80CR        7,207.92CR         [illegible]CR
         209   1903     296     00 N 9
         209   1903     297     00 N 9                                               [illegible]
         209   1903     298     00 N 9            821.80          7,207.92           [illegible]
         209   1903     901     00 P 1                            [illegible]        [illegible]
         209   1903     905     00 P 1            131.68          2,552.79           2,552.79
         209   1903     905     00 N 1                                 .90                .90
         209   1903     906     00 P 1                                6.00               6.00
         209   1903     914     00 P 1              5.40              5.40               5.40
         209   1903     918     00 P 1             77.80            709.11             709.11
         209   1903     920     00 P 1                                                  14.35
         209   1903     922     00 P 1             38.02             63.23              63.23
         209   1903     926     00 P 1                            1,194.94           2,450.59
         209   1903     927     00 P 1          2,790.81          [illegible]        [illegible]
                        TOT     P1              3,043.71         12,279.82          15,468.08
                        TOT     N1                                     .90                .90
                     ** JOB TOTALS **           3,043.71  **     12,280.72  **      15,468.98  **

                                                                                                   STATE
 DESCHUTES CO PAVEMNT MRKINGS  CONT NO      FA PROJ NOS PMS 00S066 100
                                                                                       116.10CR
         209   1975     296     00 N 9                                                 116.10
         209   1975     298     00 N 9                                                 116.10
         209   1975     905     00 P 1
```

9286

STATE OF OREGON

INTEROFFICE MEMO

TO: Donald L. Trout
Final Project Development Coordinator

DATE: January 13, 1981

FROM: J. E. Backstrand
Supervising Structural Design Engineer

SUBJECT: Little Deschutes River (Twin Bridges Road) Bridge
Little Deschutes River (Twin Bridges Road) Section
Twin Bridges Road
Deschutes County
Bridge 16479

Attached are 26 reduced prints of Drawing 35736 and 26 reduced prints of Drawing 35482 which are the preliminary plan and elevation and vicinity map for the subject structure. These are being forwarded for your submittal to the Division of State Lands.

The following should be of special interest:

Riprap Class 50	25 cubic yards
Excavation in Waterway	160 cubic yards

LH:jrb

Attachments

cc: L. L. Wallace

___ Versteeg ___
___ Anderson ___
___ Christ ___
___ Olson ___
___ Sullivan ___
✓ Turpin ___
✓ Trout ___
___ Wakeling ___

RECEIVED
JAN 1 [illegible]
ROAD DESIGN SECTION

Contains Recycled Materials
81-125-1387

9286

STATE OF OREGON

INTER-OFFICE MEMO
DES 23
16479

TO: Mr. Dale Allen
Region 4 Engineer
Atten: John R. Hagedorn
Reg. Fed. Aid Engr.

DATE: December 17, 1980

FROM: J.E.Backstrand
Supervising Structural
Design Engineer

SUBJECT:
Deschutes River(Twin Br. Rd.)
Deschutes R.(Twin Br. Rd.)Sec.
Twin Bridges Road
Deschutes County
Bridge 16479

Enclosed are four reduced prints of drawings 35736 and 35482 which are the preliminary plan and elevation and vicinity map for the subject structure.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is

Grading and Paving	$ 5,000
Structure	145,000
Engineering and Contingencies	30,000
TOTAL	$180,000

Note: The above cost does not include cost of grading and paving by County and installation of guardrail stockpiled by others.

Please use these prints to obtain the approval of Deschutes County. Return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

We plan to call for bids on this project on April 30, 1981.

LH:smd

Encls.

cc H. A. Schell /w/ 1 set encls.
Engineering /w/ 1 set encls.
~~Loca~~l Government /w/ 1 set encls.
Environment (M.Banks) /w/ 1 set ensl.

7296

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 8

TO: FILE

DATE: September 25, 1980

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Deschutes River (Twin Bridges Rd.) Bridge
Twin Bridges Road
Deschutes County

The proposed project will replace the existing five-span, 107-foot long timber structure. The proposed structure will be placed on the same alignment as the existing structure.

HYDROLOGY

The Deschutes River is a south-north tributary of the Columbia River and drains an area of approximately 1,980 square miles above the proposed bridge site. Sixty-five years of stream gage records are available from gage number 14-0705 (drainage area = 1,899 square miles) located approximately nine miles upstream below Bend. However, since the gage has been in operation, Crescent Lake (completed in 1922), Crane Prairie Reservoir (completed in 1922) and Wickiup Reservoir dams (completed in 1949) have been constructed and now regulate the flow of the Deschutes River. The flow is also regulated by the powerplant at Bend which has been in operation longer than the stream gage. Since the flow is regulated and the degree of regulation has been changing throughout the life of the gage, a Log-Pearson Type III statistical analysis of the gage data is not considered applicable in this case. Since 1949, which was when the last reservoir was completed, the average yearly peak discharge has been 1,445 cfs at the gage. The largest flood of record occurred on November 27, 1909 when a peak discharge of 4,820 cfs was measured at the gage. This flood occurred before any of the reservoirs were in operation. The second largest flood of record and the largest flood with the reservoirs in operation occurred on December 27, 1964 when a discharge of 2,820 cfs was measured at the gage. The estimated average yearly peak discharge and 1964 flood discharge for the bridge site are listed below:

1964 flood . . . . 3,200 cfs
average yearly peak . . . . 1,640 cfs

Inspection of the gaging records indicate that the peak yearly discharge usually occurs sometime from December through March.

Rp
Dm#1

Contains Recycled Material

Charles Plummer, Deschutes County Roadmaster, was contacted concerning highwater and its associated problems at the bridge site. He stated that the highest water occurred during December of 1964. He could not really recall the highwater elevation, but he was quite certain it never reached the bottom of the existing beams. There has been no problem with either drift or ice at this location. The powerplant dam at Bend catches the drift carried by the river.

HYDRAULIC DESIGN

This crossing is designed to maintain the status quo during a peak discharge of 3,200 cfs which was the estimated peak discharge during the December 1964 flood. The estimated highwater elevation during this flood is 94.5 feet (assumed datum).

During the design flood, it is estimated that 2,440 cfs is conveyed through the existing bridge with the remaining 760 cfs conveyed by the twin 18' x 10' arches located approximately 170 feet west of the bridge. The existing structure is estimated to create approximately 0.1 feet of backwater during a discharge of 2,440 cfs.

It is suggested that the proposed structure provide a normal waterway area of approximately 405 square feet below the design highwater elevation. A three-span, vertical abutment structure approximately 100 feet long satisfies the above waterway area and maintains the status quo by creating 0.1 feet of backwater during the design flood. ✓

RIPRAP

It is suggested that the toe of the vertical abutments be protected with a toe trench of class 50 loose riprap. If 1 1/2:1 spillthrough abutments are used, then slopes should be protected with a 12-inch blanket of class 50 loose riprap. The riprap should have a toe trench and no filter blanket will be required.

DWB:ge
Attach.

cc	Frank Terpin	w/att.
	Walt Hart	"
	Jack Davis	"
	D. O. Christensen	"
	Don Harwell	"
	Dale Allen	"
	Herb Schell, FHWA	"

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
REFERRED TO HAL
FOR ____
FILE: PM FA LG.

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs	2,440	N.A.	2,440
Discharge - m^3/s			
Frequency - yrs.	N.A.	100	N.A.
H.W. Elevation Natural Channel ft.	94.5	—	94.5
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.	—	—	—
H.W. Elevation Channel Change m.			
Average Velocity fps	6.0±	—	6.0±
Average Velocity mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: The discharges listed above are the discharges which will be conveyed by the bridge opening. An additional 760 cfs will be conveyed by the twin 18' x 10' arches located approximately 170-feet west of the bridge.

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Deschutes River (Twin Bridges Rd.) Bridge
Twin Bridges Road
Deschutes County

COMPILED BY: Dave Bryson

DATE: September 18, 1980

7286

PLA 14-1

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: August 25, 1980

FROM: Harold Reynoldson
Harold Reynoldson
Local Programs Engineer

SUBJECT: Deschutes R. (Twin Bridges Rd.) Br.
HBR Project
Deschutes County

John Hagedorn informed me today that the county wishes the guardrail be furnished as part of the project and stockpiled at the county shops in Bend. The county will install.

County will close road and place detour signs.

Rip Rap in contract - per John Hagedorn - 9/26/80

HR:pf

cc: John Hagedorn
Walt Hart
D. O. Christensen
Jack Sullivan
Cliff Laux

Contains
Recycled
Materials
81-125-1387

SP*75683-125

9286

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97701

TO: Frank Terpin
Location Engineer

DATE: August ~~4~~25, 1980

FROM: Jerry C. Thackery
Region Design Engineer

SUBJECT: Deschutes River (Twin Bridges Road) Bridge
Deschutes County, Prefix 209-1902

Attached for your review find the following location data:

To Bridge Design 7-8-80

1 - copy	Mylar Vicinity Map (under separate cover) ✓
1 - book	Field Notes ✓
1 - pad	Job photos ✓
1 - set	Traverse sheets ✓
1 - sheet	Checklist of hydrologic and hydraulic data ✓ - to hydraulics
2 - copies	Quantity and Cost Summary ✓
2 - copies	Narrative Report ✓

(Note - Please return one (1) copy of Vicinity Map)

program est $250,000 HBR

field est $266,635

[illegible] - County 8-5-80
[illegible] 5-6-8

JCT:pw
Enclosures

8-7-80
Do we need $2,000 for traffic control when we are closing Road?
Should we install the Guardrail on contract or should we purchase & stockpile for the Co. to install?

mentioned

Contains Recycled Materials
81-125-1387

SP*75681-12

NARRATIVE REPORT
DESCHUTES RIVER (TWIN BRIDGES RD.) BRIDGE
TWIN BRIDGES ROAD
DESCHUTES COUNTY

This survey was initiated to prepare plans, specifications and estimate for the replacement of the existing Twin Bridges Road Bridge across the Deschutes River.

The existing bridge is 16' wide by 107' long, and is a five span timber structure with framed bents on concrete footings. A load rating of 3 tons is presently posted. It is proposed to replace the present structure with a 32' wide by 100' long structure. Deschutes County has requested vertical abutment wall end bents, and at a meeting at the site with Bob Pool, John Hagedorn, Jerry Thackery, Ted Fies, Fish and Wildlife Biologist, Charles Plummer, Deschutes County Roadmaster and myself, it was the consensus of opinion that two 50' slab spans would be the most practical span arrangement.

The present road is gravel surfaced and traffic volume is very low. The road can be closed during construction, as alternate routes are available.

Two 18' x 10' multiplate arches 64' long are under the roadway about 170' westerly of the present bridge. These do not carry water during the irrigation season, from about April 15th to October 15th. It would be possible to divert the low flow during this period through the arches during construction, provided arrangements were made with the landowner who pump irrigates from the east bank downstream from the bridge. The flow of the Deschutes River through this section is largely controlled flow and the river does not have a history of major flooding. There is no evidence of even minor scouring along the banks. There is no riprap at the present bridge, and it is felt that none would be needed on this project.

Deschutes County will construct the approaches, place an A.C. wearing surface on the slab deck and obtain additional right of way , if any is required.

Deschutes County has 60' right of way throughout the limits of this project, but because of conflicts between various sets of their notes, the right of way could not be definitely established, and for this reason is not shown on the vicinity map. Prior practice of the County in similar cases has been to assume the centerline of existing road to be centerline of right of way.

The proposed structure is shown as not being skewed; however a 6° to 8° skew would better match the direction of flow.

There are no utilities within the limits of this project.

N.D. Krehbiel
Resident Engineer

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sh

Section Deschutes R. (Twin Bridges Rd) Br. Unit

Highway Twin Bridges County Rd County Deschutes Prefix 209-19024

Length Designer Draftsman Date July 1980

Signed Title

~~Grading & Drainage~~	Guard Rail, Traffic Control	$ 8363.00
Surfacing		$
Extra Work		
Total Extra Work		$ —
TOTAL		$ 8363.00
+ 20% Engineering and Contingencies		$ 1672.00
Structures	Structure, Bridge Removal (Per Ted Blachly, Br. Des. - Includes 40% Eng. + ConT.)	$256,600
Total Structures		$256,600
Right of Way		$
Total Estimated Cost		$266,635

OREGON STATE HIGHWAY DE

OREGON STATE HIGHWAY DIVISION

QUANTITY SUMMARY & COST ESTIMATE Sheet 2 of 2 Sheets

Section Deschutes R. (Twin Bridges Rd) Br. Unit ______
Highway Twin Bridges County Road County Deschutes Prefix 209-1902-90
LENGTH ______ Computations by ______ Date July 1980

ITEM	UNIT	QUANTITY	UNIT COST	$ AMOUNT
Mobilization -	Included	in	"Structure"	P. 1
Temp. Prot. & Dir. Traff.	L.S.	100%	1000^{00}	1000^{00}
Temp. Signs	S.F.	50	8^{00}	400^{00}
Temp. Cont. Rail, Refl.	Lin. Ft.	50	12^{00}	600^{00}
				2000^{00}
Guardrail - Type 3	Lin. Ft.	100	25^{00}	2500 —
" " " 2A	Lin. Ft.	137^{5}	15^{00}	2063 —
" " Anchors Type 1	Ea	4	300^{00}	1200 —
Guard Rail End Piece, Type C	Ea	4	150^{00}	600 —
				6363.00

PAGE TOTAL . . . . . . $ 8363^{00}

Deschutes

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Deschutes River (Twin Bridges Rd.) Bridge

HIGHWAY NUMBER: 17C11

HIGHWAY NAME: Twin Bridges County Road

REGION: 4

ADMINISTRATIVE DISTRICT: 10

COUNTY: Deschutes

CITY:

LENGTH: 200 ft.

MILEPOST NUMBER: TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Deschutes County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR (OS)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace an existing 15 1/2-foot wide X 107-foot long structure with a 32-foot wide X 100-foot concrete slab structure.

AASHTO min. 24'
c.c.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 35

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 20

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

REFERRED TO
Beard Steudenmeyer
Cole ✓ Mann
Erikson Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
APR 10 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTIN[illegible] NUMBER AND WIDTH	P[illegible]POSED NUMBER AND WIDTH
TRAVEL LANES	one - 18'	two - 12'
SHOULDERS	none	two - 4'
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River Deschutes	☒	☐	☐
Stream	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ______________________

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	■	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	2
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3
RECOMMENDED CONSTRUCTION DATE	(Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

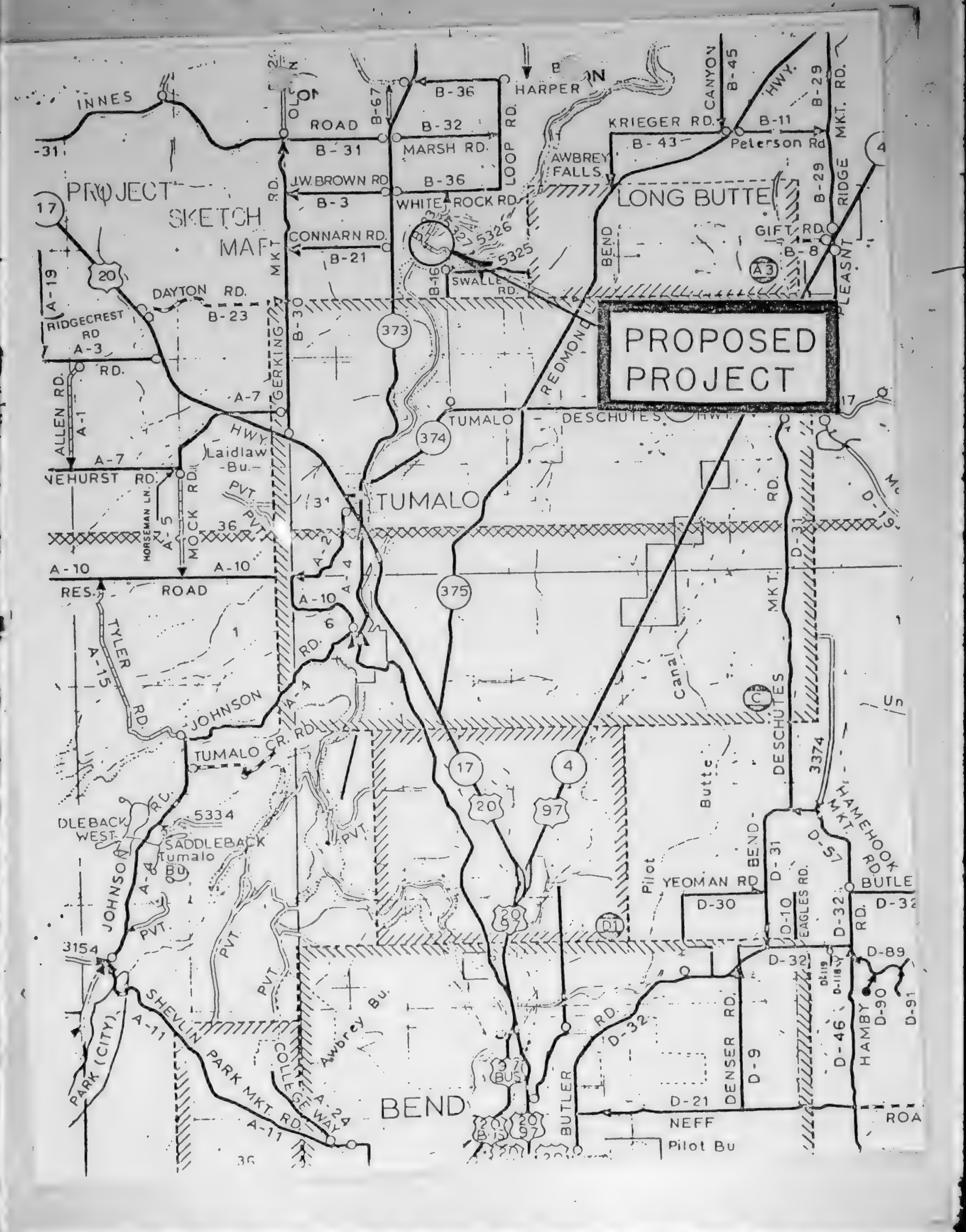
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 16,000	20,700
RIGHT OF WAY		
TRAFFIC CONTROL		1,000
ILLUMINATION		
STRUCTURES	160,000	178,000
RAILROAD		
ROADWAY		
OTHER Construction Engineering	32,000	
ENGINEERING & CONTINGENCIES Bridge Only		71,000
PROJECT TOTAL	$ 208,000	$ 270,700

3-7-80

SUBMITTED BY Frank E. Pirpi

FORM 734-1730 (12-78) Page 4


PROJECT SKETCH MAP
PROPOSED PROJECT
INNES
ROAD
B-31
B-32
B-36
B-67
HARPER
MARSH RD.
LOOP RD.
J.W. BROWN RD.
B-3
WHITE ROCK RD.
CONNARN RD.
B-21
5326
5325
B-16
SWALLE RD.
AWBREY FALLS
KRIEGER RD.
B-43
CANYON
B-45
HWY.
B-11
Peterson Rd
B-29
RIDGE
MKT. RD.
LONG BUTTE
GIFT RD.
B-8
A3
PLEASNT
17
20
A-19
DAYTON RD.
B-23
RIDGECREST RD
A-3
RD.
ALLEN RD.
A-1
A-7
GERKING
MKT
RD.
B-30
373
BEND
REDMOND
TUMALO
DESCHUTES
HWY.
374
Laidlaw Bu.
NEHURST RD.
MOCK RD.
HORSEMAN LN.
A-5
PVT.
36
TUMALO
A-10
RES.
ROAD
A-2
A-4
375
TYLER
A-15
RD.
6
1
JOHNSON
RD.
Canal
Butte
C
D-31
MKT.
RD.
3374
TUMALO CR. RD.
DLEBACK WEST
5334
SADDLEBACK
Tumalo Bu.
4
97
HAMEHOOK MKT. RD.
D-57
Pilot
YEOMAN RD.
D-30
D-10
EAGLES RD.
D-32
BUTLE
D1
3154
PVT.
Un
PARK (CITY)
SHEVLIN PARK MKT. RD.
A-11
COLLEGE WAY
A-24
Awbrey Bu.
BEND
97 BUS
20 97
BUTLER RD.
D-21
NEFF
Pilot Bu
DENSER RD.
D-9
D-46
D-89
D-90
D-91
HAMBY
D-119
ROA
36

9286

March 6, 1980

CON 4

Board of County Commissioners
Deschutes County
Courthouse
Bend, Oregon 97701

Attn: Rosemary Patterson
County Clerk

Charlie Plummer
Road master

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Deschutes River Bridge on Twin Bridges Road.

Financial sharing of the preliminary engineering is:

Total P.E.	$20,700.00
Federal Funds	16,560.00
BALANCE	$ 4,140.00
Local Share	$ 2,640.00

Please make your check in the amount of $2,640.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

RIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

FFH:pf

bcc w/AD # 742: Vern Skoog - Please return completed AD # 742
when check is received.
John Hagedorn, Region 4 Federal Aid Engineer

9286

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-21-80

		FEDERAL AID PROJECT NO. BROS-0900(5)
		STATE PROJECT NO. see below
FROM: G. L. Green, Division Administrator FHWA - Oregon Division	PROGRAM NO.	COUNTY NAME Deschutes
	ITEM NO. 00071	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 3'80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
2/21/80	2/21/80	Non Federal-aid
		STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Deschutes River (Twin Bridge Rd.) Bridge Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering and one Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a TEC of $20,700 with Federal participation limited to $16,560
☒ OTHER (*Specify*)
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's February 13, 1980 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $221,300 Federal funds $177,040 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/21/80	G. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-455

1286

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. PRO 6

February 13, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. .00071
Project No. BROS-0900(5)
Deschutes River (Twin Br. Rd.) Bridge Section
Deschutes County

Attached is data for the subject project.

I request the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2 paragraph 10e.

(2) Authorization to proceed with preliminary engineering all phases at an estimated total cost of $20,700 with an obligation of $16,560 in federal funds.

(3) Authorization for construction at an estimated total cost of $221,300 with an obligation of $177,040 in federal funds.

Attachments
CL:bke

cc: D. Allen (Region 4)
F. Hildebrandt

H

Budget Bureau No. 41-R20

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 2-13-80

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Approx. 2.5 mi. N.E. of Tumalo 65	ADT	PRESENT DHV 5 35	FUTURE ----- (66) (70)	YEAR --- (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E., One Bridge 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 BROS- 23	NUMBER 7 0900

CARD	CLASS OF FEDERAL FUNDS Bridge Replacement (off System)	COUNTY NAME Deschutes			
	NAME OF URBAN AREA 17-31 -----	ROUTE NO. N	FEDERAL-AID NON (32)	STATE Co. Rd. (36)	U.S. (37) --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80.0%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(18	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					**PE**		"Deschutes River (Twin Br. Rd.) Bridge Section."	0.02	20,700	16,560	1,500	2,640 (
5					**ROW**							
5					**CONST** (CODE) X080			0.02	221,300	177,040	---	44,260 (
							PROJECT TOTALS	0.02	242,000 (16) (23)	193,600 (24) (33)	1,500	46,900 (

CARD 1	CODE 1	PREPARED BY C.L.	REMARKS
4	14	PROGRAM APPROVAL DATES 10-4-79	

-over-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-13-80

ION (45 typewriter spaces) Approx. 2.5 mi. N.E. of Tumalo	ADT	PRESENT DHV 5 35	FUTURE -----	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 117	ITEM NO. 00071

								PROJECT NUMBER			I. Projects Only	
ypewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S) BROS-	NUMBER 0900	SEQ. NO. (5)	POST MI.	DESIG.

t (off System)

COUNTY NAME: Deschutes — CODE: 017

ROUTE NO. N — FEDERAL-AID: NON — STATE: Co. Rd. — U.S.: ---

PROGRAM STAGE ☐ 1 OR ☐ 2

			ESTIMATED PROJECT COST BY PHASES				
STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80.0%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
53	"Deschutes River (Twin Br. Rd.) Bridge Section."	0.02	20,700	16,560	1,500	2,640 (Co.)	ROW-60' normal; Access control-none; Parking Restrictions -None.
		0.02	221,300	177,040	---	44,260 (Co.)	
C.L.	PROJECT TOTALS	0.02	242,000	193,600	1,500	46,900 (Co.)	REMARKS

ATES

10-4-79

-over-

USCOMM DUSCOMM-DC 48905-P61

Deschutes River (Twin Br. Rd.) Bridge Section

Project No. BROS-0900 (5)

Existing Facility: 107-foot timber bridge with 15 1/2 foot horizontal clearance. Posted for 3 ton load limit.

Adjacent Sections: 18-foot gravel surfaced roadway with no shoulders.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases.
2) Remove existing structure and construct 100-foot prestressed concrete slab-span bridge with 32-foot horizontal clearance and widen roadway approaches.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Exception to Minimum Design Standards: None anticipated

FHPM 4-1-4 Requirements: Exempt from A-95 review.

FHPM 7-7-2 Requirements: Nonmajor action under the provisions of paragraph 10e.

FHPM 7-7-5 Requirements:

a) Public Hearings - - Not required under Oregon Action Plan.
b) Location/Design - - Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 2.
2) Included in FY '80 Annual Program in table of Projected Federal Fund Obligations and Balances for Fiscal 1980 Program.

92886

January 31, 1980

Board of County Commissioners
Deschutes County
Courthouse
Bend, OR 97701

AGR 4

Attention: Rosemary Patterson
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 7233

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Deschutes River (Twin Bridges Road) Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

7286

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION **FILE:**

INTER-OFFICE CORRESPONDENCE

Bend

January 28, 1980

JHHagedorn

FROM: John Hagedorn
Reg. Fed Aid Engr.

TO: D. E. Swan
Project Mgmt.

TO JERPIN
1-29-80

SUBJECT: Location Prospectii and
Authority for Survey
Masten Br.
Twin Bridges Rd. Br.
HBR Off-system projects
Deschutes County

Attached hereto are Location Prospectii and Authorities for Survey for the subject projects.

The estimates of costs from the Region's stand point are:

Twin Br.	Field survey	901	$5,000.
	Foundation exploration	926	$3,000.
Total estimate for P.E. is $16,000.			
Masten Br.	Field survey	901	$4,000.
	Utility	914	$ 200.
	Foundation exploration	926	$3,000.
Total estimate for P.E. is $14,500.			

cc: Phil Lewellyn, Loc. Sect.

PROJECT MANAGEMENT BRANCH
ASRE ☐ STE
PLE ☐ RE ☐ P[illegible] ☐
[illegible]
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9286

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Deschutes River (Twin Bridges Road) Bridge
Highway Twin Bridges County Road
County Deschutes

Date January 28 19
Authorization No. 1
Survey Prefix ______ (Assigned by Salem office)

Description of termini, route, length, etc.:

In Section 20, T. 16 S., R. 12 E., approximately 2¼ miles north and ½ mile east of Tumalo.

Proposed: Replace an existing 15½ foot wide by 107 foot long structure with a 32 foot wide by 100 foot long concrete slab structure.

HBR Program (Off-system)

Purpose of survey:

Prepare plans, specifications and estimate of cost for the structure only. The County will construct the approaches.

		Estimate of Co
Field Survey	(901)	
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey	$
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: JW Hagedorn

Recommended for Approval:

Recommended for Approval:
______ Location Engr.

Approved:

SP-[illegible]

9286

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

1-28-80

DATE:

PREFIX:

1 · IDENTIFICATION

PROJECT NAME: Deschutes River (Twin Bridges Rd.) Bridge

HIGHWAY NAME: Twin Bridges County Road

HIGHWAY NUMBER: 17C11

REGION: 4

ADMINISTRATIVE DISTRICT: 10

COUNTY: Deschutes

CITY:

LENGTH: 200 ft.

MILEPOST NUMBER: TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Deschutes County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR (OS)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace an existing 15½ foot wide × 107 feet long structure with a 32 feet wide × 100' long Concrete slab structure.

2 · TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 35

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 20

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	1[illegible]18 foot	[illegible]- 12 ft
SHOULDERS	none	2- 4 ft
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River Deschutes	☒	☐	☐
Stream	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ______

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	2
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

· SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

7 - TYPICAL SECTION AND LOCATION

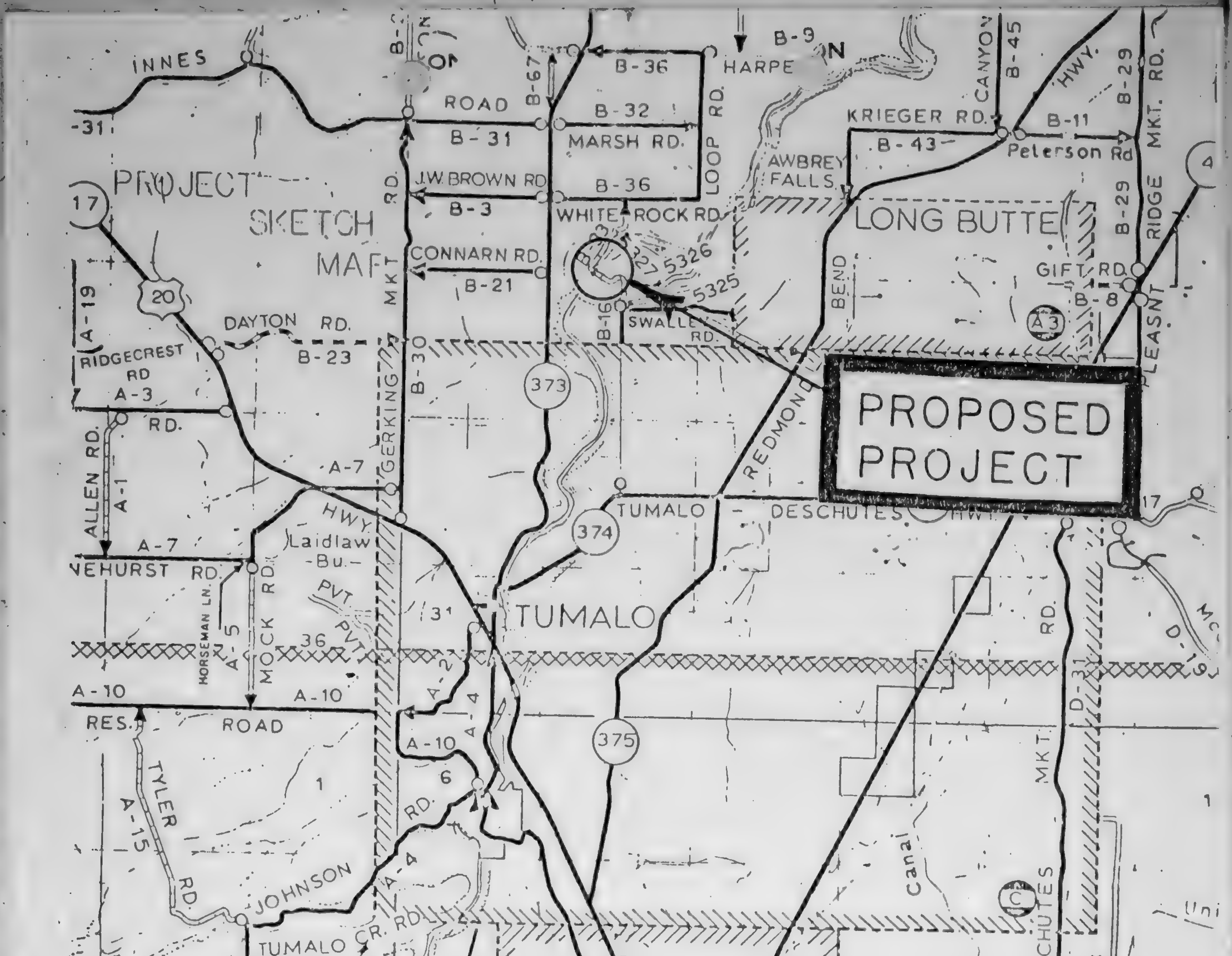
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	16,000	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES	160.000	
RAILROAD		
ROADWAY		
OTHER Construction Engineering	32.000	
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	$ 208.000	

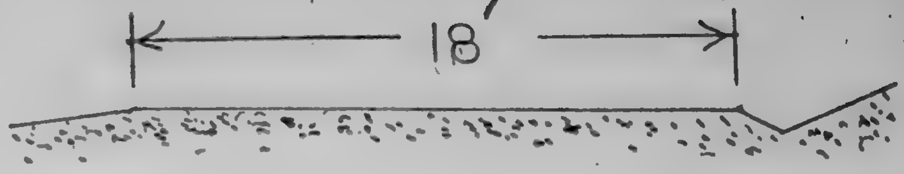
SUBMITTED BY ______________________

FORM 734-1730 (12-78) Page 4

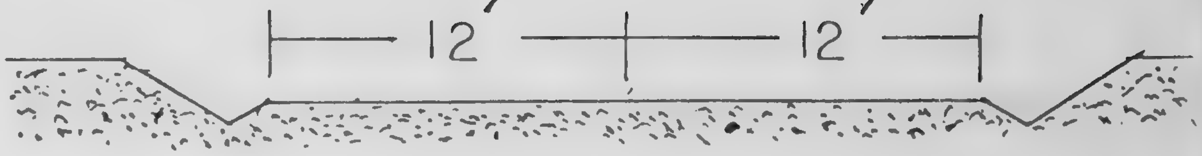

PROJECT SKETCH MAP
PROPOSED PROJECT
LONG BUTTE
TUMALO
BEND
INNES
ROAD
B-31
B-32
MARSH RD.
B-36
J.W. BROWN RD.
B-3
WHITE ROCK RD.
CONNARN RD.
B-21
B-67
B-9
HARPE
LOOP RD.
AWBREY FALLS
KRIEGER RD.
B-43
CANYON
B-45
HWY.
B-11
Peterson Rd
B-29
RIDGE MKT. RD.
GIFT RD.
B-8
PLEASNT
A3
5326
5325
B-16
SWALLE RD.
DAYTON RD.
B-23
RIDGECREST RD
A-19
A-3 RD.
A-7
ALLEN RD.
A-1
HWY
Laidlaw Bu.
HORSEMAN LN.
A-5
MOCK RD.
GERKING MKT. RD.
B-30
373
374
375
TUMALO - DESCHUTES HWY.
REDMOND - BEND
17
20
A-10
RES. ROAD
TYLER RD.
A-15
JOHNSON RD.
A-2
A-4
RD. 6
TUMALO CR. RD.
5334
SADDLEBACK WEST
SADDLEBACK Tumalo Bu.
JOHNSON RD.
PVT.
3154
SHEVLIN PARK MKT. RD.
A-11
PARK (CITY)
COLLEGE WAY
A-24
Awbrey Bu.
36
4
97
Canal
C
Butte
Pilot
D1
DESCHUTES MKT. RD.
D-31
D-19
3374
HAMEHOOK MKT RD
D-57
BEND-
YEOMAN RD
D-30
D-10
EAGLES RD.
D-32
BUTLER
RD.
D-89
D-90
D-91
HAMBY
D-46
D-119
D-118
DENSER RD.
D-9
BUTLER RD.
D-21
NEFF ROAD
Pilot Bu
97 BUS
20 BUS
20 97

ROAD DATA

EXISTING ROADWAY



PROPOSED ROADWAY



NO SCALE
AUG. 1979
EEK

1526 (UR10001) 10

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Deschutes River (Twin Bridges Road) Bridge

Highway Twin Bridges County Road

County Deschutes

Date January 28 19

Authorization No. 1

Survey Prefix 209-1902 (Assigned by Salem office)

Description of termini, route, length, etc:

In Section 20, T. 16 S., R. 12 E., approximately 2¼ miles north and ½ mile east of Tunalo.

Proposed: Replace an existing 15½ foot wide by 107 foot long structure with a 32 foot wide by 100 foot long concrete slab structure.

HBR Program (Off-system)

Purpose of survey:

Prepare plans, specifications and estimate of cost for the structure only. The County will construct the approaches.

BROS-0900(5)
2-21-80

		Estimate of Co
Field Survey	(901)	5000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	500
Bridge Design	(927) ~~(906)~~	7500
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	1000
Engr. Graphics	(919)	
Office Engineer	(920)	100
Specifications	(921)	800
Environmental	(923)	200
Foundation Exploration	(926)	3500
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Adm Serv (Eng.)	(922)	100

Total estimated cost of survey $18,700 $

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Recommended for Approval:

Recommended for Approval: Frank E. [illegible]
Location Engr.

Approved:

9286

FEDERAL AID PROJECT REQUE

Date 12/4/79

Applicant Agency Deschutes County Road Department
Request for: Off-System X , FAS-C ____ , FAUS ____ Project
Federal Aid Route No. ____ Route Name Twin Bridges Road (B-33)
Project Name Twin Bridges Project

Project Length 200' Project Location (Attach sketch map)
Project Description The replacement of a wooden bridge that was built in 1960 that is now in such a rotted condition that it has a 3-ton load limit and is of narrow width. The location is in bottom of a river canyon. See attached sketch map.

Average Daily Traffic 35 Design Speed 20 mph.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18' Travel Lanes 1 Shoulders 0
Medians None Parking None
Sidewalks None
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 24' Travel Lanes 2 Shoulders 4'
Medians No Parking No
Curbed No Length Curb Radii None
Sidewalk/Bikeway None
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width ~~18'~~ 60' Minimum ~~18'~~ 60' Maximum ~~22'~~ 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? All signs would be made and installed by the County

4. Permanent Striping:

Include in project or by applicant? None

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location At each bridge corner
Type Reflectors

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Across Deschutes River, 4 miles north, Tumalo, OR.
Type Concrete - timber footing, wood stringers and deck.
Approach Roadway Width 18' Shoulder Width 0
Length 107 feet Width 15.5 feet
To remain in place? No

2. Proposed Structure:

Location The new structure would be built in the same location

Approximate Size: Length 100' Width 32'

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure?

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? None

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Deschutes County Road Department Office
2.	Environmental	" " " " Office
3.	Public Hearing	" " " " Office

Remarks The above office is located at 61000 Arnold Market Road, Bend, Oregon 97701

III. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ~~X~~ State X Cfl Consultant ______

2. Project construction engineering to be performed by:

Applicant ~~X~~ State X CRP Consultant ________

3. Will applicant perform any work prior to or after award of contract?

Yes ~~X~~ No X CRP

If "yes," describe briefly: After award of contract the County will do all inspection work and road widening to the bridge.

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures & Roadway	$160,000.00
Railroad	
Other Construction Engineering	32,000.00
Preliminary engineering	~~208,000.00~~ 16,000.00
PROJECT TOTAL	$ 208,000.00

Remarks ________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Deschutes COUNTY

By ________

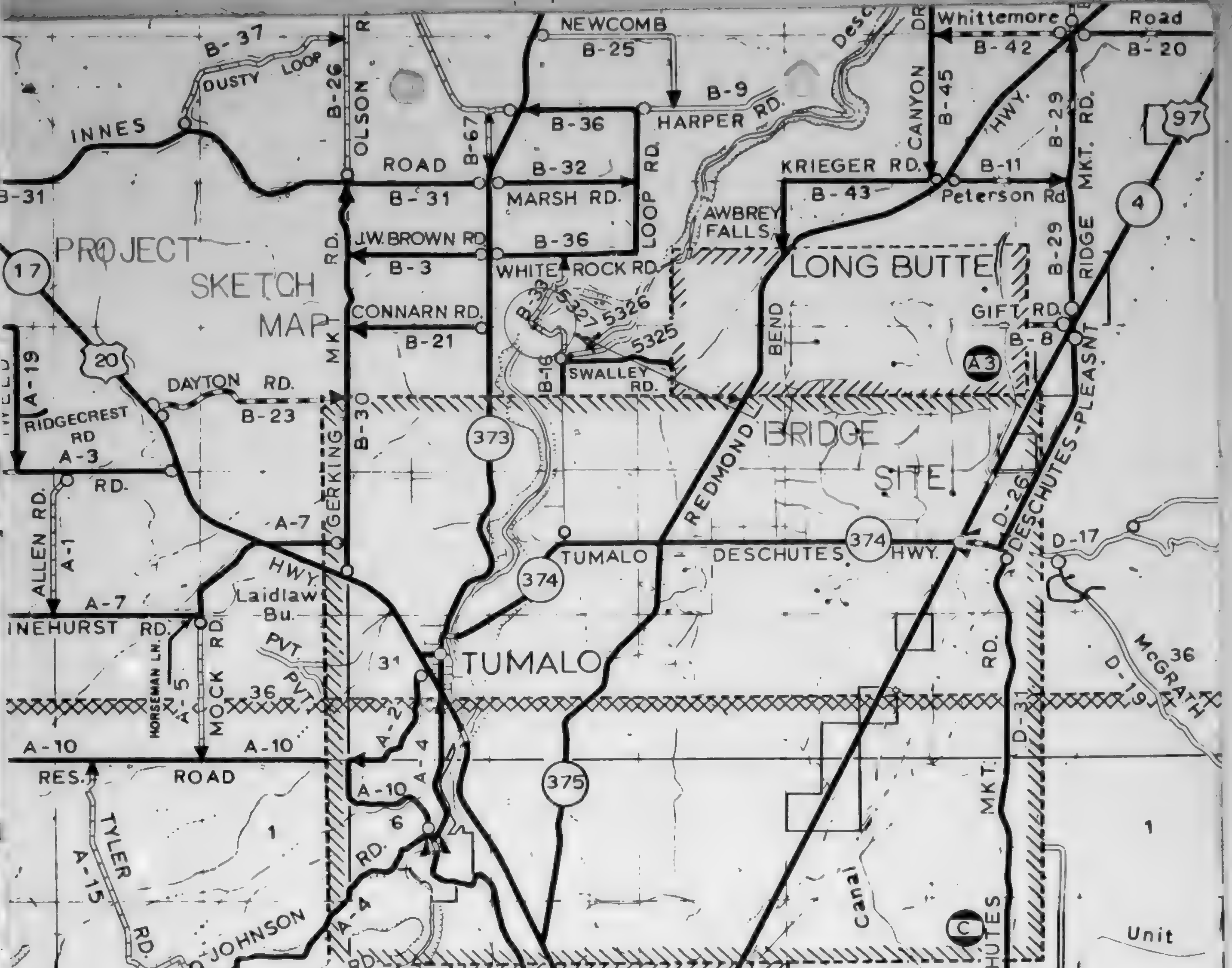
By ________

By Clay C Shepard

By Albert A Young

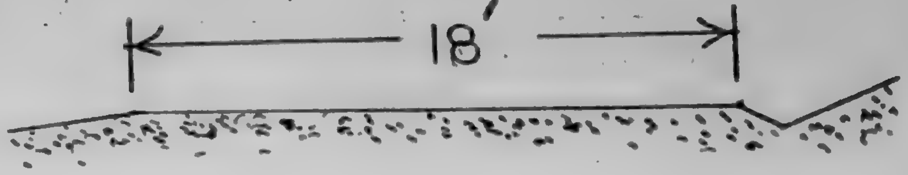
By ________

(1976)

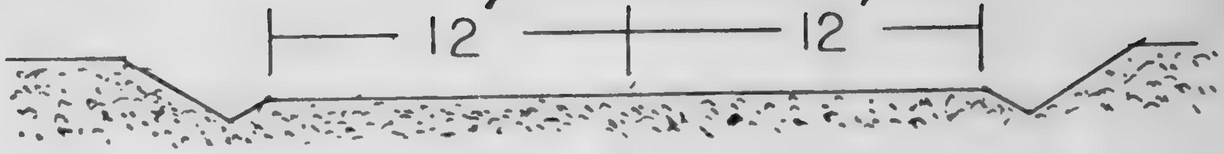

PROJECT
SKETCH
MAP
LONG BUTTE
BRIDGE
SITE
TUMALO
BEND
A3
C
D1
NEWCOMB
B-25
B-37
DUSTY LOOP
B-26
OLSON RD.
INNES
ROAD
B-31
B-67
B-36
B-32
MARSH RD.
J.W. BROWN RD.
B-3
WHITE ROCK RD.
CONNARN RD.
B-21
B-9
HARPER RD.
LOOP RD.
AWBREY FALLS
Desc
CANYON DR.
B-45
Whittemore
Road
B-42
B-20
KRIEGER RD.
B-43
B-11
Peterson Rd.
HWY.
B-29
RIDGE MKT. RD.
97
4
GIFT RD.
B-8
B-33
5327
5326
5325
B-16
SWALLEY RD.
BEND
REDMOND
17
20
DAYTON RD.
B-23
RIDGECREST RD
A-19
A-3
RD.
ALLEN RD.
A-1
A-7
MK
GERKING
B-30
373
374
TUMALO
DESCHUTES
HWY.
DESCHUTES-PLEASNT
D-26
D-17
McGRATH
D-19
36
INEHURST RD.
HORSEMAN LN.
A-5
MOCK RD.
Laidlaw Bu.
PVT.
PVT.
31
A-2
A-4
375
A-10
A-10
ROAD
RES.
A-10
6
1
TYLER
A-15
RD.
JOHNSON
RD.
A-4
TUMALO CR. RD.
RD.
D-31
MKT.
RD.
Canal
Unit
1
DESCHUTES
3374
HAMEHOOK MKT. RD.
Butte
Pilot
BEND-
D-31
D-57
5334
DDLEBACK WEST
SADDLEBACK
Tumalo Bu.
JOHNSON
A-4
PVT.
PVT.
PVT.
PVT.
YEOMAN RD.
D-30
D-10
EAGLES RD.
D-32
BUTLER
D-32
RD.
D-73
DICKEY RD.
T
T
T
3154
D-32
D-89
D-90
D-91
HAMBY
D-46
D-11
PARK (CITY)
A-11
SHEVLIN PARK MKT. RD.
A-11
COLLEGE WAY
A-24
Awbrey Bu.
97 BUS
20 BUS
20 97
20
RD.
D-32
DENSER RD.
D-9
D-21
BUTLER
NEFF
ROAD
Pilot Bu.
36
31
36

ROAD DATA

EXISTING ROADWAY



PROPOSED ROADWAY



NO SCALE
AUG. 1979
EEK

1981 Little Deschutes River 9287
(Masten Rd.) Br. Sec.
(Structure)

C&A 7162 10-3-79

9287

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE 7/1/83	PURCHASE ORDER NUMBER	☐ PARTIAL ☒ FINAL	PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER CA 1743

CODE

BILL TO:

Deschutes County
61000 Arnold Market Road
Bend, Oregon 97701

Attn: Neil Hudson

CREDIT DISTRIBUTION

321.00 $1,279.88

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Special Bridge Replacement Project Little Deschutes River (Masten Rd.) Bridge Deschutes County Agreement #7162 Contract #9287 BROS-900(4)	
Total Costs per itemized statement (See attached)	$151,647.26
Less: Federal Funds	(121,276.22)
State Funds (Bridge Design)	(1,761.16)
Total County Share of Costs	$ 28,609.88
Less: P.E. Advance Deposit	(2,860.00)
Construction Advance Deposit	(27,040.00)
REFUND DUE COUNTY	$ 1,290.12

Refund statement prepared by Rosalyn Wickham 378-5034

Itemized statement prepared by Ken Husby 378-6514

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________
FOR ________

DESCHUC	#2603	#2985
Advance Deposit Amount	$2,860.00	$ $27,040.00
Advance Deposit Previously Transferred to Highway Fund	2,290.00	$ 25,040.00
Balance	570.00	$ 2,000.00
Transfer to Highway Fund	182.37	$ 1,097.51
Refund Due	387.63	$ 902.49

REFUND ~~AMOUNT~~ DUE $ 1,290.12

SUBMITTED BY
Rosalyn Wickham

APPROVED BY
W. E. Skogg

734-1191 (9-81)

9287

OREGON STATE HIGHWAY DIVIS[illegible]

ITEMIZED STATEMENT OF FINAL COSTS DATE: 6/14/83

COUNTY: DESCHUTES AGREEMENT NO: 7162 PROJECT NO: BROS-900(4)

CONTRACT NO: 9287 SECTION: Little Deschutes R. (Masten Rd.) Br.

PRELIMINARY ENGINEERING

	PARTICIPATING	NON-PARTICIPATING
Resident Engineer	$ 4,463.69	
Final Design	2,971.36	$ 0.90
Bridge Design	8,805.84	
Utility Liaison	5.40	
Reconnaissance & Hydrology	709.11	
Project Management	129.27	
Specifications	1,486.93	
Administration Services		
(Permits) Engineer	106.28	
Environmental	30.00	
Foundation Investigation	2,455.29	
Totals for P.E.	$21,163.17	$ 0.90
Less Free Bridge Design	(8,805.84)	
Basis for Computing County Share	$12,357.33	$ 0.90

County Share P.E. = (20% of $12,357.33) + (100% of $0.90)
= $2,471.47 + $0.90
County Share P.E. = $2,472.37

CONSTRUCTION :

	PARTICIPATING	NON-PARTICIPATING
Payment to Contractor	$120,651.52	
Interest on Final Payment		$ 35.09
Resident Engineer	6,258.79	16.00
Project Management Section	26.80	
Materials Testing Laboratory	2,041.53	
Technical Services Branch	504.76	
Construction Branch	326.28	
Region Engineer's Office	591.81	
Other Construction Engineering	30.61	
Totals for Construction	$130,432.10	$ 51.09

County Share Const. = (20% of $130,432.10) + (100% of $51.09)
= $26,086.42 + $51.09
= $26,137.51

SUMMARY:

Total Project Cost	$151,647.26
County Share P.E.	$ 2,472.37
County Share Construction	26,137.51
Total County Share	$ 28,609.88
Less: P.E. Advance Deposit (3-31-80)	(2,860.00)
Constr. Advance Deposit (5-27-81)	(27,040.00)
	$(1,290.12)

REFUND TO COUNTY = $1,290.12

1227 C 4-21-83 209-1903
(09-1024

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg.-Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. BROS-900(4)

PROGRAM APPROVED

VOUCHER PERIOD From: 3/4/80 To: 2/23/83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$130,483.19	$130,432.10	80%	$104,345.68	$104,34[illegible].68	$ 0.00
21,164.07	21,163.17	80%	16,930.54	16,930.54	0.00
$151,647.26	$151,595.27	80%	$121,276.22	$121,276.22	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

Oregon *State Highway Agency*

SIGN ORIGINAL ONLY

By Controller *Authorized Officer* 4/21/83 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	Little Deschutes R. (Masten Rd.) Bridge Masten County Road Deschutes County					
	Preliminary Engineering Type Code P.E. State	All Required			$ 21,163.17	
	Construction Type Code X080 Structure Bridge #16497 (Sta. 6+01 To Sta. 6+89) Final Contract Payment Summary	Lump Sum			120,651.52	
	Construction Engineering State	All Required			9,780.58	
	Total Participating Project Cost				$151,595.27	
	Nonparticipating Project Cost					
	Preliminary Engineering (State)	All Required			.90	
	Interest on Final Payments	All Required			35.09	
	Construction Engineering	All Required			16.00	
	Total Nonparticipating Project Cost				$ 51.99	
	Total Project Cost				$151,647.26	
	Prepared based on Participating Costs as shown on Federal Billing as of 4/21/83.					
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
								STATE	
DESCHUTES R(THIN BR)BR	CONT NO 9286 * FA PROJ NOS BROS0900005 100								
	209	1023	201	00 P 1			108,831.05	81	82
	209	1023	206	00 N 1			63.91	82	82
	209	1023	208	00 N 1			34.49CR	82	82
	209	1023	296	00 N 9	238.25CR	189.43CR	116,093.58CR	81	83
	209	1023	297	00 N 9			21,060.00	82	82
	209	1023	298	00 N 9	238.25	189.43	95,033.58	81	83
			SUB TOTAL				108,860.47		
	209	1023	900	00 P 1	297.81	297.81	6,770.62	81	83
	209	1023	900	00 N 1			3.67	81	82
	209	1023	920	00 P 1		1.42	63.20	81	81
	209	1023	928	00 N 1			34.49	81	82
	209	1023	940	00 P 1			1,172.48	81	81
	209	1023	941	00 P 1			.92	81	82
	209	1023	942	00 P 1			882.27	81	82
	209	1023	944	00 P 1			580.07	81	82
	209	1023	945	00 P 1			264.41	81	82
	209	1023	946	00 P 1			226.95	81	82
			SUB TOTAL		297.81	299.23	9,999.08		
			TOT	P1	297.81	297.81	118,791.97		
			TOT	N1		1.42	67.58		
			** JOB TOTALS **		297.81 **	299.23 **	118,859.55 **		
								STATE	
LIT DESC R(MASTEN RD)BR	CONT NO 9287 * FA PROJ NOS BROS0900004 100								
	209	1024	201	00 P 1	Payment to Contractor		120,651.52	81	82
	209	1024	206	00 N 1	Interest on Final Payment		35.09	82	82
	209	1024	296	00 N 9	Transfer 173.84CR of State Funds	92.21CR	129,385.68CR	81	83
	209	1024	297	00 N 9	Transfer Co. Funds		25,040.00	82	82
	209	1024	298	00 N 9	Transfer 173.84 Fed. Funds	92.21	104,345.68	81	83
			SUB TOTAL				120,686.61		
	209	1024	900	00 P 1	Res. Engr. 186.69	186.69	6,258.79	81	83
	209	1024	900	00 N 1	Res Engr.		16.00	81	81
	209	1024	920	00 P 1	Project Management		26.80	81	81
	209	1024	940	00 P 1	Salem Mtls Testing Lab		775.68	81	81
	209	1024	941	00 P 1	Portland " " "		.92	81	82
	209	1024	942	00 P 1	Eugene " " "		1,264.93	81	82
	209	1024	944	00 P 1	Technical Services Branch	15.67	504.76	81	82
	209	1024	945	00 P 1	Construction Branch		326.28	81	83
	209	1024	946	00 P 1	Region Engr's Office		591.81	81	82
	209	1024	948	00 P 1	Other Cont. 30.61 Engineering	30.61	30.61	83	83
			SUB TOTAL		217.30	232.97	9,796.58		
			TOT	P1	217.30	232.97	130,432.10		
			TOT	N1			51.09		
			** JOB TOTALS **		217.30 **	232.97 **	130,483.19 **		

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                    APRIL 1983       PAGE 924

                                                                               FISCAL         GRAND TOTAL
   DESCRIPTION                  PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE      TO DATE
                              209   1902    905    00 P 1                                           448.96
                              209   1902    906    00 P 1                                             4.20
                              209   1902    910    00 P 1                                           138.27
                              209   1902    914    00 P 1                                            10.00
                              209   1902    918    00 P 1                                           633.13
                              209   1902    920    00 P 1                                            14.35
                              209   1902    921    00 P 1                                         1,272.49
                              209   1902    922    00 P 1                                            74.48
                              209   1902    923    00 P 1                                            26.58
                              209   1902    926    00 P 1                                         1,532.07
                              209   1902    927    00 P 1                                         6,666.61

                                           SUB TOTAL          297.81CR        297.81CR         15,132.96

                                           TOT     P1         297.81CR        297.81CR         15,132.96
                                          ** JOB TOTALS **    297.81CR**      297.81CR**       15,132.96  **

 L DESCH R(MATSEN RD)BRIDG    CONT NO      * FA PROJ NOS BROS0900004 100                                     STATE
                              209   1903    296    00 N 9 Transfer 130.54CR State Funds 130.54CR   19,220.54CR
                              209   1903    297    00 N 9 Transfer Co. Funds                        2,290.00
                              209   1903    298    00 N 9 Transfer 130.54 Fed Funds    130.54      16,930.54

                                           SUB TOTAL

                              209   1903    901    00 P 1 Resident 186.69CR Engr.      186.69CR     4,463.69
                              209   1903    905    00 P 1 Final Design                              2,971.36
                              209   1903    905    00 N 1 Final Design                                   .90
                              209   1903    906    00 P 1 Bridge Design                                 6.00
                              209   1903    914    00 P 1 Utility Liaison                               5.40
                              209   1903    918    00 P 1 Recon & Hydrology                           709.11
                              209   1903    920    00 P 1 Project Management                          129.27
                              209   1903    921    00 P 1 Specifications                            1,486.93
                              209   1903    922    00 P 1 Admin Svcs Engineer                         106.28
                              209   1903    923    00 P 1 Environ.  30.61CR             30.61CR        30.00
                              209   1903    926    00 P 1 Foundation Investigation                  2,455.29
                              209   1903    927    00 P 1 Free Bridge Design                        8,799.84

                                           SUB TOTAL          217.30CR        217.30CR         21,164.07

                                           TOT     P1         217.30CR        217.30CR         21,163.17
                                           TOT     N1                                                 90
                                          ** JOB TOTALS **    217.30CR**      217.30CR**       21,164.07  **

 C01 CANAL(DODDS RD) BRIDGE   CONT NO      * FA PROJ NOS BROS0900006 100                                     STATE
                              209   1917    296    00 N 9                      3,224.29CR       4,501.51CR
                              209   1917    298    00 N 9                      3,224.29         4,501.51

                                           SUB TOTAL

                              209   1917    905    00 P 1                        310.35         1,338.13
```

802 117

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

05/12/83

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
207-1932	1	BHOS-0700-005	14,400.00	10,244.31	10,244.31	80.00	8,195.45	8,167.76		27.69
221-1907	1	BHOS-2100-004	35,120.00	22,565.51	22,565.51	80.00	18,052.41	14,640.39		3.412.02
330-1073	1*	BHOS-3003-001	40,099.30	50,183.38	50,124.13	80.00	40,099.30	40,099.30		
330-1963	1*	BHOS-3003-001	2,764.70	3,455.88	3,455.88	80.00	2,764.70	2,764.70		
		PROJ TOTALS	42,864.00	53,639.26	53,580.01		42,864.00	42,864.00		
301-1005	1*	BROS-0103-002	114,378.42	143,438.14	142,973.02	80.00	114,378.42	114,378.42		
301-1005	8*	BROS-0103-002	1,012.56	1,267.36	1,265.70	80.00	1,012.56	1,012.56		
		PROJ TOTALS	115,390.98	144,705.50	144,238.72		115,390.98	115,390.98		
203-1042	1	BROS-0300-005	345,850 00	334,546.38	334,381.73	80.00	267,505.38	264,440.59		3,064.79
>203-1959	2	BROS-0300-005	9,800.00	12.250.00	12,250.00	80.00	9,800.00	9,800.00		
		PROJ TOTALS	355,650.00	346,796.38	346,631.73		277,305.38	274,240.59		3.064.79
303-1050	1	BROS-0303-001	30,681.00	34,702.49	34,677.65	80.00	27,742.12	26,650.79		1,091.33
303-1916	1	BROS-0303-001	13,600.00	15,970.29	15,970.29	80.00	12,776.23	12,776.23		
		PROJ TOTALS	44,281.00	50,672.78	50,647.94		40,518.35	39,427 02		1,091.33
205-1995	1*	BROS-0500-003	25,963.20	32,505.25	32,454.00	80.00	25,963.20	25,963.20		
205-1099	1	BROS-0500-004	277,710.07	343,810.71	343,810.71	80.00	275,048.57	275,074.27		25.70CR
>405-1001	1	BROS-0500-004	2,289.93	2,060.94	2,060.94	100.00	2,060.94	2,060.94		
		PROJ TOTALS	280,000.00	345,871.65	345.871.65		277,109.51	277,135.21		25.70CR
205-1905	1	BROS-0500-005	29,200.00	110.96	110.96	80.00	88.77	88.77		
>206-1058	2	BROS-0600-001	138,820.00	187,751.01	180,602.32	76.94	138,955.43	138,820.00	135.43 B	
207-1930	1	BROS-0700-003	8,560.00	9,442.74	9,442.74	80.00	7,554.19	7,554.19		
207-1049	1	BROS-0700-004	99,566.00	126,982.92	125,736.20	80.00	100,588.96	98,830.82	1.022.96 B	735.18
209-1024	1*	BROS-0900-004	104,345.68	130,483.19	130,432.10	80.00	104,345.68	104,345.68		
209-1903	1*	BROS-0900-004	16,930.54	21,164.07	21,163.17	80.00	16,930.54	16,930.54		
		PROJ TOTALS	121,276.22	151,647.26	151,595.27		121,276.22	121,276.22		
209-1023	1*	BROS-0900-005	95,033.58	118,859.55	118,791.97	80.00	95,033.58	95,033.58		
209-1902	1*	BROS-0900-005	12,106.37	15,132.96	15,132.96	80.00	12,106.37	12,106.37		
		PROJ TOTALS	107,139.95	133,992.51	133,924.93		107,139.95	107.139.95		
209-1917	1*	BROS-0900-006	4,501.51	5,626.89	5,626.89	80.00	4,501.51	4.501.51		

- 7227

Deschutes County

VICTOR ATIYEH
GOVERNOR

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE LAND BOARD

VICTOR ATIYEH
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

Little Deschutes River (Masten) Br.

April 1, 1982

Permit No.: RF 3374 - Hwy #306
Waterway: Little Deschutes River
Expiration date: 6-19-82
Please return by: 3-22-82
Fee: $50.00

D-31
MR. DONALD TROUT
223 Transportation Bldg.
Salem, OR 97310

Sir:

Your Removal-Fill permit is due to expire soon. If you wish to continue the activity outlined in the permit it will be necessary to renew the permit within the next few weeks. If you plan to do other work or modify your earlier plans, please complete the attached application and send it with suitable maps and drawings, to our office. If any information is needed to update our files it will be checked below. Please return this letter and any information if needed, to our office.

_____An updated application form, with all appropriate information filled in and signed by an authorized person.

_____A map showing the location of the area and landmarks for finding the operation. An example is enclosed.

_____A plan view of the project. This may be hand drawn, an example is enclosed.

_____A cross-section drawing showing the existing area and the proposed alteration. An example is enclosed.

Please contact us if you have any questions involving the permit program or this renewal: Please call Permit Section at 378-3059.

Sincerely,

Marge Akers

Marge Akers
Waterway Permit Specialist

Enclosure

DLP (PLEASE CHECK)
(✓)I do not wish to renew this permit.
( )Please renew this permit no change in plans.
( )Please renew this permit revised plans attached.

RECEIVED
APR 2 1982
ROAD DESIGN SECTION

___Versteeg___
___Anderson___
___Adams___
___Olson___
___Sullivan___
___Turpin___
___Trout___
___Wakarlig___

Do Not File ☐
Return To___
Bring in ___
Action___

Orig. returned to D.S.L. 4/20/82

STATUTORY FEE SCHEDULE

FOR

REMOVAL & FILL PERMIT APPLICATIONS
[ORS 541.620 (3)]

(A) For a removal by a private operator or public body, or a person contracting to perform services for such persons, $50.00.

(B) For a removal by a commercial operator, $100.00.

(C) For a fill by a private operator or public body, or a person contracting to perform services for such persons, $100.00.

(D) For a fill by a commercial operator, $250.00.

*(E) For erosion - flood repair by a private landowner or public body, or a person contracting to perform services for such persons, no fee.

*(F) For erosion - flood repair by multiproject, no fee.

(G) Riprap, no fee.

Definitions:

(A) "Private operator" means any person undertaking a project for exclusively a nonincome-producing and nonprofit purpose.

(B) "Public body" means federal, state, and local governmental bodies unless specifically exempted by law, engaged in projects for the purpose of providing free public services.

(C) "Commercial operator" means any person undertaking a project having financial profit as a goal.

(D) "Multiproject" means projects where storm or flood damage has necessitated multiple projects to maintain and repair existing facilities or land in natural waterways, in which case a single permit with multiple attachments may be issued.

(E) "Riprap" means the facing of a streambank with rock or similar substance to control erosion in accordance with regulations promulgated by the division.

(F) "Erosion - flood repair" means any work necessary to preserve existing facilities and land from flood and high stream flows, in accordance with regulations promulgated by the division.

*Amended by 1977 Legislature

DIVISION OF STATE LANDS * 1445 State Street, Salem, OR 97310 *Phone 378-3059

INSTRUCTIONS FOR APPLYING FOR REMOVAL OR FILL PERMIT

1. All items of the application should be completed if applicable to the project.

2. Item 5 should state the main purpose of the project and the secondary purpose, if any. Example: The main purpose is to scalp a gravel bar to reduce erosion. The secondary purpose is to secure gravel for use on driveways.

3. Item 6 should include a statement of the equipment to be used and a brief explanation of methods to accomplish the project. If a riprap project, please name source of the rock.

4. Item 10 should state the maximum amount of material that would be removed or placed in fill. "Fill" applies only to material placed waterward of the bankline.

5. Please provide a location map (U.S.G.S. Quadrangle, Metsker map or BLM map). A plan drawing and a cross-section drawing of the project site showing the following (Recommended scale of the plan and cross-section--1"= 100 ft.)

   a. The specific location of the proposed project relative to the water body. Direction of the water flow must be noted.

   b. The location of Ordinary High Water line or Mean High Tide line, whichever is appropriate. The reference datum should be noted.

   c. The location of the Ordinary Low Water line or Mean Low Tide line, whichever is appropriate. The reference datum should be noted.

   d. Pertinent property boundaries.

   These plans are important, and processing of the permit will be delayed if they are not sent. Maps and drawings should be on 8½ x 11" paper. They do not have to be professionally done, but should accurately show the area and what will be done. They should be suitable for photocopying. Pencil and blue ink do not copy well. If large plans are used, 20 copies should be submitted. The location map should include names or numbers of roads and other reference points to help reviewers locate the site.

6. The required fee must be submitted before the application can be processed. The fee schedule is on the back of this sheet.

7. Please attach a letter of approval from the local planning authority with jurisdiction over your project. Evidence of compliance with local comprehensive plans and zoning is necessary for issuance of a permit and proof of compliance will greatly aid review of your application. Some counties (notably Washington County) require a permit for any activity in waterways or flood plains. If in doubt about your county requirements, it would be advisable to check.

NOTE: Normal processing time for removal permits is 35 to 45 days. Fill permits may require as long as 90 days. Please apply as early as possible to avoid delays in your project.

Division of State Lands
1445 State Street
Salem, Oregon, 97310
Phone: 378-3059
378-3805

Permit No. 3374
Permit Type Removal/Fill
Waterway Little Deschutes River
County Deschutes County
Expiration Date June 19, 1982
Hwy. Job No. 306

A. K. LUNDMARK & SON, INC.

IS AUTHORIZED IN ACCORDANCE WITH ORS 541.605 TO 541.695 TO PERFORM THE OPERATIONS DESCRIBED IN THE ATTACHED COPY OF HIS APPLICATION, SUBJECT TO THE SPECIAL CONDITIONS LISTED ON ATTACHMENT A AND TO THE FOLLOWING GENERAL CONDITIONS:

1. This permit does not authorize trespass on the lands of others. The permit holder shall obtain all necessary access permits or rights-of-way before entering lands owned by another.

2. This permit does not authorize any work that is not in compliance with local zoning or other local, state, or federal regulations pertaining to the operations authorized by this permit. The permit holder is responsible for obtaining the necessary approvals and permits before proceeding under this permit.

3. If removal is from state-owned submerged and submersible land, the applicant must comply with leasing and royalty provisions of ORS 274.530. Creation of new lands upon submerged or submersible lands must comply with provisions of ORS 274.905 et seq.

4. All work done under this permit must comply with Oregon Administrative Rules, Chapter 340; Standards of Quality for Public Waters of Oregon. Specific water quality provisions for this project are set forth on Attachment A.

5. Violations of the terms and conditions of this permit are subject to administrative and/or legal action which may result in revocation of the permit or damages. The permit holder is responsible for the activities of all contractors or other operators involved in work done at the site or under this permit.

6. A copy of the permit shall be available at the work site whenever operations authorized by the permit are being conducted.

7. Employees of the Division of State Lands and all duly authorized representatives of the Director shall be permitted access to the project area at all reasonable times for the purpose of inspecting work performed under this permit.

8. The Division of State Lands retains authority to temporarily halt or modify the operation if it should cause excessive turbidity or damage to natural resources.

9. Any permit holder who objects to the conditions of this permit may request a hearing from the Director, in writing, within 10 days of the date this permit was issued.

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Ed Zajonc, Director
Oregon Division of State Lands

Stan Hamilton
Authorized Signature

June 19, 1981
Date Issued

ATTACHMENT A

Special Conditions for Material Removal/Fill Permit No. 3374

1. This permit authorizes the removal of up to 175 cubic yards of material and the placement of up to 60 cubic yards of rock riprap in Section 24, T22S, R9E (Masten Road Bridge) in conjunction with bridge replacement project as outlined in the attached permit application, map and drawings (OSHD No. 306).
2. Turbidity increase shall be limited to 10% increase above background as measured 100 feet below project.
3. The operation shall be conducted behind coffer dams (at bridge supports and approaches) sufficient to isolate the operation from the free flowing stream.
4. Waste materials and spoils shall be placed above the bankline.
5. There shall be no operation of equipment in the active flowing stream between October 1 and June 30.
6. Riprap shall be placed under these conditions:
    a. Only clean, erosion resistant rock from an upland source shall be used as riprap. No broken concrete or asphalt shall be used as riprap.
    b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.
    c. All riprap shall be placed from above the bankline.
7. Removal of existing woody vegetation shall be minimal.
8. No fresh concrete shall come in contact with the active flowing stream.
9. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

June 19, 1981

RETURN TO:
Don Trout
Room 223
Transportation Building
Salem, OR 97310

OSHD Permit No. 306
Little Deschutes R (Masten) Bridge
Masten County Road
Deschutes County
January 14, 1981

Please return by
Date Received
Permit No. R/F 3374
Waterway Little Deschutes
County Deschutes County

APPLICATION FOR REMOVAL OR FILL PERMIT
(ORS Chapter 541.605 et seq.)

Please Print

1. Applicant's Name A. K. Lundmark & Son, Inc.
Address Route 1, Box 30908 South Wall Street Phone 824-3531
City Colton State OR Zip Code 97017
2. Project Supervisor's Name Jerry Lundmark Phone 824-2323
3. Property Owner's Name Deschutes County
Address County Courthouse Phone
City Bend State Oregon Zip Code
4. Waterway affected by project Little Deschutes R. Tributary of Deschutes River
County Deschutes River Mile Section 24 Township 22S Range 9E
Local name for project location Masten Road Bridge
5. Purpose(s) of project Bridge replacement.
6. Describe your proposed operation (Attach additional sheet if necessary):
See Remarks #14.
7. When will project start? Summer, 1981 Be completed? Fall, 1981
8. Project will be: Removal XX Fill Combination Riprap Approx. 60 CY
9. Fill will consist of: rock gravel sand silt other
Removal will consist of: rock gravel sand silt other
10. Amount of Fill (cu.yds.) annually total project
Amount of Removal (cu. yds.) annually total project Approx. 175 Cu. Yds.
11. Where will you place surplus materials? None Anticipated
12. What steps do you plan to take to restore the area to its natural condition?
N/A

Signed Judy L. Lundmark Title Sec Date June 15, 8

CONTINUED ON BACK OF SHEET

13. List names and addresses of adjoining property owners.

---

14. Remarks: The work involved with this application and plan is only for the proposed bridge construction and placement of riprap. The roadway grading work will be done by others.

The proposed two span bridge will be constructed on piling. No excavation into natural ground will be required for this.

Class 50 Riprap will be placed on the new fill slopes to prevent erosion.

The removal quantity of approximately 175 Cu. Yds.is for work involved in removing the old approach fills.

Awarded: May 22, 1981
Time: 150 Calendar Days

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FROM DIVISION OF ATE LANDS

Don Trout

Hwy. # 306
Little Deschutes
River
Deschutes County

PRELIMINARY
ATTACHMENT A

Little Deschutes R (Masten) Br.
County Road

Special Conditions for Material Removal/Fill Permit No. 3374

1. This permit authorizes the removal of up to 175 cubic yards of material and the placement of up to 60 cubic yards of rock riprap in Section 24, T22S, R9E (Masten Road Bridge) in conjunction with bridge replacement project as outlined in the attached permit application, map and drawings (OSHD No. 306).

2. ✓ Turbidity increase shall be limited to 10% increase above background as measured 100 feet below project.

3. ✓ The operation shall be conducted behind coffer dams (at bridge supports and approaches) sufficient to isolate the operation from the free flowing stream.

4. Waste materials and spoils shall be placed above the bankline.

5. ✓ There shall be no operation of equipment in the active flowing stream between October 1 and June 30.

6. ✓ Riprap shall be placed under these conditions:
   a. Only clean, erosion resistant rock from an upland source shall be used as riprap. No broken concrete or asphalt shall be used as riprap.
   b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.
   c. All riprap shall be placed from above the bankline.

7. Removal of existing woody vegetation shall be minimal.

8. No fresh concrete shall come in contact with the active flowing stream.

9. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

March 10, 1981

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9287

B.

January 8, 1982

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9287

Gentlemen or Ladies:

On December 31, 1981, we wrote to you concerning release of final payment on Contract No. 9287 awarded to A. K. Lundmark & Son, Inc. for the Little Deschutes River (Masten Road) Bridge in Deschutes County.

Final payment on this contract is $1,846.73 and the total contract amount is $120,651.52. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: A. K. Lundmark & Son, Inc.
Route 1, Box 30908 S. Wall Street
Colton, OR 97017

bc: C. T. Keasey
Walt Hart
Dale Alden

9287

file E.

1-6-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Central Oregon Pavers, Inc. No. 9075	Madras Prineville Hwy.-S. McMeen Co. Jefferson County	Dec. 8, 1981
MOCON Corp. No. 9147	S.E. 92nd Ave.-S.E. Lester Ave. Multnomah & Clackamas Counties	Dec. 9, 1981
Kizer Excavating Co. No. 9209	Dundee/Newberg Rd. @ SPRR X'ing Yamhill County	Dec. 10, 1981
Maxwells Electric, Inc. No. 9130	C.B.D. Traffic Signals (Portland) Multnomah County	Dec. 14, 1981
Comco Const., Ore. Ltd. dba Salem Rd. & Driveway Co. No. 9274	McLeod Lane N.E.-Oregon Electric Railroad Marion County	Dec. 16, 1981
Electric Corp. No. 9243	Clackamas Hwy. @ S.E. River Rd. (Milwaukie) Clackamas County	Dec. 15, 1981
W.R. Grasle Co. No. 9166	Walker Rd. @ Cedar Hills Blvd. (Beaverton) Washington County	Dec. 16, 1981
Linnco Electric Co. No. 9230	Santiam Hwy. @ Clay St. (Albany) Linn County	Dec. 15, 1981
Traffic Marking Specialists, Inc. No. 9163	Multn. Co. Pavement Marking Proj. No. 2 Multnomah County	Dec. 11, 1981
F.E. Ward, Inc. No. 9236	Diversion Canal (Joe Wright, Reeder, Spring Lake Rds.) Bridges Klamath County	Dec. 11, 1981
Hamilton Electric, Inc. No. 9202	McKenzie Hwy. @ 42nd. St. (Springfield) Lane County	Dec. 18, 1981
Babler Bros., Inc. No. 9310	Madras - Bear Drive Jefferson County	Dec. 24, 1981

Contractor and Contract No.	Section & County	Acceptance Date
A.K. Lundmark & Son, Inc. No. 9286	Deschutes River (Twin Bridges Rd.) Bridge Deschutes County	Dec. 29, 1981
Hamilton Electric, Inc. No. 8918	S.E. Monterey Ave.-S.E. Harmony Rd. Clackamas County	Dec. 29, 1981
Douglas S. Coats, Inc. No. 9266	Hay Canyon Creek Bridge Sherman County	Dec. 29, 1981
A.K. Lundmark & Son, Inc. No. 9287	Little Deschutes River (Masten Rd.) Bridge	Dec. 30, 1981
Kniesteadt & Sons No. 9283	Powder River (Beaver Creek Rd.) Bridge Baker County	Dec. 30, 1981
Hertz Electric, Inc. No. 9181	Cornell Rd. @ Murray Blvd. Washington County	Dec. 30, 1981

January 6, 1982

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9287.

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: December 30, 1981

Keasey

FROM: C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of December 30, 1981.

Contract 9287 On Site Work Substantially Completed October 12, 1981

All Work Completed November 10, 1981

Project Little Deschutes River (Masten Rd.) Bridge

Highway Masten County Road

County Deschutes

Type of Work Structure

Contractor A. K. Lundmark & Son, Inc.

RDC:mk

cc: H. S. Coulter
Walt Hart
R. D. Church

12-31-81
Surety written

9787

2.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Little Deschutes River (Masten) Bridge

WEEK ENDING: October 10, 1981

SECTION PREFIX: 209-1024

HIGHWAY: Masten County Road

COUNTY: Deschutes

NAME OF JOB: Little Deschutes River (Masten) Bridge

KIND OF WORK: Structure

CONTRACTOR: A.K. Lundmark & Son, Inc.

CONTRACT NUMBER: 9287

FEDERAL AID PROJECT NUMBER: BROS-0900(4)

DATE OF CONTRACT: May 22, 1981

DATE WORK STARTED: July 15, 1981

ESTIMATED COMPLETION DATE: October 10, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 150

CALENDAR DAYS USED 129

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED

PROJECT AUTHORIZATION: $135,189.85

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $124,469.95

ENGINEERING AUTHORIZATION 10,719.90

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $124,469.95

ENGINEERING COST TO DATE $4,750.00

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: OVERRUN UNDERRUN ____%

PERCENT OF AUTHORIZATION 43 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	No work this week			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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CONSTRUCTION BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work this week
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Bridge complete.

Const.	(3)
Region	(1)
Files	(1)

SIGNED N.D. Krehbiel LOCATION Redmond

by J.R. Wallace

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9287

CON 5

DATE: July 31, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
BROS-0900(4)

Contract 9287, Work Started July 9, 1981

Project Little Deschutes R. (Masten Rd.) Bridge

Highway Masten Co. Rd.

County Deschutes

RDC:mk

cc: R. D. Church

9257.

STATE COPY 2.

TO BE COMPLETED BY FHWA	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	te Oregon
MONTHLY TRANSACTION NUMBER 6-50		
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Deschutes
MODIFICATION NUMBER 1	6-2-81	Project Number BROS-0900(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 8, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$20,300	$156,189
Federal funds	$16,240	$124,951
Other revisions		

This modification is made for the following reasons: Adding Construction Phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of June, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, May 19, 1981

Federal Aid Project
No. BROS-0900 (4)

Little Deschutes R. (Masten Rd.) Bridge
Masten County Rd.
Deschutes County

Project Agreement Estimate

Type Code P.E. Preliminary Engineering	All Required		$ 21,000.00
Type Code X080 Structure, Bridge #16497 (Sta. 6+01 to Sta. 6+89)			
Mobilization	All Required		$ 10,000.00
Temporary Protection and Direction of Traffic	All Required		1,500.00
Temporary Signs	72 Sq. Ft.	10.00	720.00
Temporary Barricades	1 Each	300.00	300.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	200 Lin. Ft.	9.00	1,800.00
Temporary Guard Rail, Type 1A Modified	100 Lin. Ft.	24.00	2,400.00
Flagmen	120 Hour	23.00	2,760.00
Guard Rail, Type 2A	100 Lin. Ft.	21.00	2,100.00
Guard Rail, Type 3	100 Lin. Ft.	30.00	3,000.00
Guard Rail Anchors, Type 1	4 Each	325.00	1,300.00
Rail End Pieces, Type C	4 Each	95.00	380.00
Loose Riprap, Class 50	53 Cu. Yd.	20.00	1,060.00
Bridge Removal Work	All Required		2,500.00
Structure Excavation	30 Cu. Yd.	15.00	450.00
Furnish Pile Driving Equipment	All Required		5,000.00
Furnish Prestressed Concrete Piling	1,350 Lin. Ft.	15.00	20,250.00
Drive Prestressed Concrete Piles	1,270 Lin. Ft.	1.00	1,270.00
Structural Concrete, Class 3300 (28 c.y.)	All Required		7,000.00
4'x40'/45' Prestressed Slabs	16 Each	2,750.00	44,000.00
Reinforcement (4,000 lbs.)	All Required		2,800.00
Metal Rail with Tubing	213 Lin. Ft.	40.00	8,520.00
	Subtotal		$119,110.00
	Engineering		16,079.00
	Total		$135,189.00

Oregon State Highway Division
Salem, Oregon, May 19, 1981

Federal Aid Project
No. BROS-0900 (4)

Length of Structure 0.018 Mi.

Summary of Funds (80%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 21,000	$ 16,800	$ 1,680	$ 2,520
Structure	135,189	108,151	—	27,038
Total	$156,189	$124,951	$ 1,680	$29,558

Group 1 100%
Contract No. 9287
Prefix 209-1903
Prefix 209-1024

OMB No. 04-R2089 2.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-135	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-8-80	State: Oregon County: Deschutes Project No. BROS-0900(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 4 mi. S. W. of LaPine

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-4-80	0.01
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 20,300.00	$ 16,240.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon April 3, 1980

Federal-Aid Project
No. BROS-0900(4)

Little Deschutes River (Masten Rd.) Bridge Section
County Road in Deschutes County

Project Agreement Estimate

Type Code PE
Preliminary Engineering
Preliminary Engineering

All Required	$ 20,300.00
Total	$ 20,300.00

Length of Project- - - - -0.01 miles

SUMMARY OF FUNDS (80.0%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 20,300.00	$ 16,240.00	$ 1,200.00	$ 2,860.00
Retain in Program PS&E Status	173,700.00	138,960.00	- - - -	34,740.00
Total	$194,000.00	$155,200.00	$ 1,200.00	$37,600.00

Group 1 - 100%
Prefix - 209-1903

9287

May 1, 1981

ACC

Deschutes County Board
of Commissioners
61000 Arnold Market Road
Bend, Oregon 97701

Attn: Neil Hudson
Public Works Director

Gentlemen:

On April 30, 1981 we received a satisfactory bid from A. K. Lundmark & Son, Inc., 30908 S. Wall Street, Colton, Oregon 97017 for the Little Deschutes River (Masten Road) Bridge Section. We anticipate the construction cost to be:

Contractor's Bid	$119,110.00
4 1/2% Contingencies	$ 5,359.95
9% Engineering	10,719.90
ESTIMATED TOTAL COST	$135,189.85

County's Advance Deposit:
20% of $135,189.85 = $27,037.97 or say $27,040.00

We will award the contract when we receive your advance deposit, which should arrive no later than May 22, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 900: John Hagedorn, Region 4 Federal Aid Engineer
Vern Skoog - Please return completed AD # 900 when advance deposit is received.

check Rec'd 5-22-81 per Faye

9287

4-8-81

L.

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0900(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00070

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/8/81

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Little Deschutes River (Masten Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 4/1/81 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
APR 20 '81
REFER TO [illegible]
FOR
Info File

orig to
4 20 81

14. DATE 4/8/81

15. SIGNATURE OF APPROVING OFFICIAL G K Hossne

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7207 4-1-81

Subject: Federal Aid [illegible]ject No. BR05-0900(4)
Project Name Little Deschutes River Bridge
Masten County Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon, this 1 day of April, 1981

County of Deschutes

Robert C. Paulson
County Judge/Chairman

Clay Shepard
Commissioner

Albert A Young
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date [illegible]

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

Rp

9287 Deschutes

ENVIRONMENTAL REVIEW CHECKLIST

All Clear
April 30, 1981 Bid Letting ______ Deadline

ALL CLEAR 3 31/81
Donald L Daunt

Jim

SECTION Little Deschutes R (Masten) Br.
Highway ______
County Deschutes Region 4
Type of Work Structure Funds HBR(OS)
State ___ Consultant ___ Plans Avail. ___Yes ___No

DSL ✓
Noise ✓

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						3 EXC
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☐	☒	☒	☒	☒	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	Statewide

Section Little Deschutes R. (Masten Rd.) Bridge
Programming Estimate $ 188,000
Highway Masten Road
Project Length
County Deschutes
Completion Time
Kind of Work Structure
Est. Comp. Date
Prefix 201- 1903
Letting Date April 30, 1981
Project No. BR05-0900(4)

ESTIMATED CONSTRUCTION AUTHORIZATION

tract Amount . . . . $ $166,077^{00}$

$ 0

Subtotal	$ $166,077^{00}$
Contingencies (4-1/2%)	$7,473^{47}$
Engineering (~~6~~, 9, ~~13~~%)	$14,946^{93}$
Subtotal	$
Credit for	
Estimated Net Authorization, Construction	$ $188,497^{40}$
Est. P.E Cost	20 300 00
Est Project Cost	208,797.40
Less Federal share (80% of 208,797.40)	167,037.92
Less PE Advance deposit	2,860.00
County share	$38,899.48

APPROVED

Road Design Engineer

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 3-13-81

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
Industrial Engineers
Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs
Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Engr.
Traffic Signal Unit
Traffic
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 4]
District Number
Resident Engineer

ATTENTION:
John Hagedorn

FROM:
Proj. Mngt.

COMMENTS:
Please inform the county

Form 731-0022 (6-80)
SP*71282-734

Section *Little Deschutes R. (sten Rd.) Bridge* Programming Estimate $ *188,000*
Highway *Masten Road* Project Length
County *Deschutes* Completion Time
Kind of Work *Structure* Est. Comp. Date
Prefix *209- 1903* Letting Date *April 30, 1981* Project No. *BR05-0900(4)*

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ *166,077.00*

Anticipated Additional Items:
Royalty Payment. . . . .
Permit Fees . . . .
Slide Correction . . . .
Railroad Protective Costs . . . .
Other Railroad Costs . . . .
Permanent Signing . . . .
Permanent Pavement Striping. . . . .
Temporary Pavement Striping. . . . .
Remove Pavement Striping (Exist. & Temp.) . . .
Temporary Erosion Control . . . .
State Furnished ______ . . . . .
Roadside Seeding & Mulching . . . .
Asphalt Cement Adjustment . . . .
On the Job Trainees . . . .
State Responsibility for Damages . . . .
Signal Controller Testing (Engineering) . . . . .
"OPTICOM" Testing (Engineering) . . . .
Bikeway Signs . . . .
$ *0*

Adjust Utilities:

Subtotal $ *166,077.00*

Contingencies (4-1/2%) *7,473.47*

Engineering ([illegible] 9, [illegible]%) *14,946.93*

Subtotal $

Credit for ______ . . . .

Estimated Net Authorization, Construction . . . . $ *188,497.40*

Est. P.E Cost	*20 300 00*
Est Project Cost	*208,797.40*
Less Federal share (80% of 208,797.40)	*167,037.92*
Less PE Advance deposit	*2,860.00*
County share	**38,899.48*

APPROVED

______
Road Design Engineer

Rev 3/81

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 3-13-81

Section Little Deschutes R. (Masten Rd.) Bridge
County Deschutes
Kind Of Work Structure
Length
Name Butler

3-13-81

No	Item	Code	Unit	Quant.	Unit Cost	Total $
	Mobilization (10%)		Lump Sum	All	Lump Sum	15,000^{00}
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	10,000^{00}
	Temporary Signs		Sq. Ft.	72	6-	432^{00}
	Temporary Barricades		Each	1	125-	125^{00}
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	200	11-	2,200^{00}
	Temporary Guard Rail, Type 1A Modified		Lin. Ft.	100	20-	2,000^{00}
	Flagmen		Hour	120	25-	3,000^{00}
	ROADWORK					
	Guard Rail, Type 2A		Lin. Ft.	100	25-	2,500^{00}
	Guard Rail, Type 3		Lin. Ft.	100	35-	3,500^{00}
	Guard Rail Anchors, Type 1		Each	4	400-	1,600^{00}
	Rail End Pieces, Type C		Each	4	120-	480^{00}
	Loose Riprap, Class 50		Cu. Yd.	53	30-	1,590^{00}

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 3-5-81

Section Little Deschutes R. (Masten R.I.) Bridge
County Deschutes

Kind Of Work Structure
Length
Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Bridge Removal Work		Lump Sum	All	Lump Sum	8,000-
	Structure Excavation		Cu. Yd.	30	12-	360-
	Furnish Pile Driving Equipment		Lump Sum	All	Lump Sum	12,000-
	Furnish Prestressed Concrete Piling		Lin. Ft.	1350	14-	18,900-
	Drive Prestressed Concrete Piles		Lin. Ft.	1270	2-	2,540-
	(28cy x $300) Structural Concrete, Class 3300		Lump Sum	All	Lump Sum	8,400-
	4'X 40'/45' Prestressed Slabs		Each	16	3800	60,800-
	(4000# x 50¢) Reinforcement		Lump Sum	All	Lump Sum	2,000-
	Metal Rail with Tubing		Lin. Ft.	213	50-	10,650-
	Total					166,077^{00}

1287

STATE OF OREGON

INTEROFFICE MEMO

TO: D. D. Allen
Region IV Engineer

DATE: February 27, 1981

DES 23
16497

FROM: J. E. Backstrand, Supervising
Structural Design Engineer

original by
JEB

SUBJECT: Little Deschutes River (Masten Road)
Little Deschutes River (Masten Road) Section
Masten Road
Deschutes County
Bridge 16497

HBR(c)

Enclosed are two reduced prints of Drawings 35786-35787 and 35788 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$ 9,200
Structures	137,500
20% Engineering & Contingencies	28,300
TOTAL	$170,000 +PE?

Costs above include stockpiling of guardrail and anchors at bridge ends and bridge removal, but does not include grading and surfacing, and membrane waterproofing of bridge.

It is planned to call for bids on this section on April 30, 1981.

Please make a field review and return one set by March 13, 1981, with your comments and/or corrections noted thereon.

LH:jrb

Enclosures

cc: Charles Plummer, Deschutes County Roadmaster /w/ 2 sets
H. A. Schell /w/2 sets
Specs Unit /w/ 1 set plus estimate sheet (unchecked) and designer's notes
Construction /w/ 1 set
Utility Unit /w/ 1 set
✓Don Harwell, County City Unit
Engineering /w/ 1 set
Norman Krehbiel, Resident Engineer /w/ 1 set

Contains
Recycled
Materials
81-125-1387

SK 75883-12

7287

1-81

DESCRIPTION OF JOB OR DEPARTMENT		PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
L DESCH R(MATSEN RD)BRIDG	CONT NO		FA PROJ NOS BROS900004 100					STATE
	209	1903	296	00 N 9	821.80CR	7,207.92CR	12,229.50CR	
	209	1903	297	00 N 9			2,290.00	
	209	1903	298	00 N 9	821.80	7,207.92	9,939.50	
	209	1903	901	00 P 1		1,982.66	3,900.92	
	209	1903	905	00 P 1	131.68	2,552.79	2,552.79	
	209	1903	905	00 N 1		.90	.90	
	209	1903	906	00 P 1		6.00	6.00	
	209	1903	914	00 P 1	5.40	5.40	5.40	
	209	1903	918	00 P 1	77.80	709.11	709.11	
	209	1903	920	00 P 1			14.35	
	209	1903	922	00 P 1	38.02	68.23	68.23	
	209	1903	926	00 P 1		1,194.94	2,450.59	
	209	1903	927	00 P 1	2,790.81	5,760.69	5,760.69	
			TOT	P1	3,043.71	12,279.82	15,468.08	
			TOT	N1		.90	.90	
			** JOB TOTALS **		3,043.71 **	12,280.72 **	15,468.98 **	
DESCHUTES CO PAVEMNT MRKINGS	CONT NO		FA PROJ NOS PMS 00S066 100					STATE
	209	1975	296	00 N 9			116.10CR	
	209	1975	298	00 N 9			116.10	
	209	1975	945	00 P 1			116.10	
			TOT	P1			116.10	
			** JOB TOTALS **		**	**	116.10 **	
FERGUSON RD-TEKAMPE RD	CONT NO 0000		* FA PROJ NOS OS 900001 100					STATE
	209	1980	296	00 N 9		308.15CR	6,612.84CR	
	209	1980	297	00 N 9			600.00	
	209	1980	298	00 N 9		308.15	6,012.84	
	209	1980	941	00 P 1			767.79	
	209	1980	904	00 P 1			450.28	
	209	1980	905	00 P 1			1,489.11	
	209	1980	906	00 P 1			544.81	
	209	1980	910	00 P 1			68.48	
	209	1980	911	00 P 1			12.17	
	209	1980	915	00 P 1		375.18	375.18	
	209	1980	918	00 P 1			63.80	
	209	1980	920	00 P 1			68.29	
	209	1980	921	00 P 1			1,084.70	
	209	1980	922	00 P 1			20.53	
	209	1980	923	00 P 1			2,456.68	
	209	1980	980	00 P 1			287.24	
			TOT	P1		375.18	7,689.06	
			** JOB TOTALS **		**	375.18 **	7,689.06 **	
SOLAR & STELLAR DR IMPRVT	CONT NO		* FA PROJ NOS SOS 900002 100					STATE
	209	1982	296	00 N 9			3,589.70CR	

[illegible]

7227

STATE OF OREGON

INTEROFFICE MEMO

DES 23
16497

DATE: December 17, 1980

TO: Mr. Dale Allen
Region 4 Engineer

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:
Little Deschutes R.(Masten Road)
L. Deschutes R.(Masten Rd.) Section
Masten Road
Deschutes County
Bridge 16497

Enclosed are four reduced prints of drawings 35737 and 35410 which are the preliminary plan and elevation and vicinity map for the subject structure.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is

Grading, Paving on structure not included, ie to be done by County	$ 9,200
Structure	144,000
Engineering and Contingencies	30,640
TOTAL	$183,840

Note: The above cost does not include cost of grading and paving by County and installation of guardrail stockpiled by others.

Please use these prints to obtain the approval of Deschutes County. Return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

We plan to call for bids on this project on April 30, 1981.

LH:smd

Encl.

cc H. A. Schell /w/ 1 set encls.
Engineering /w/ 1 set encls.
~~Lo~~cal Government /w/ 1 set encls.
Environment (M.Banks) /w/ 1 set encls.

7327 -1-70

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Summary
2A	Stage Construction, Temporary Protection And Direction Of Traffic
3	Plan & Profile

Not Included

STATE OF C

DEPARTMENT OF TR

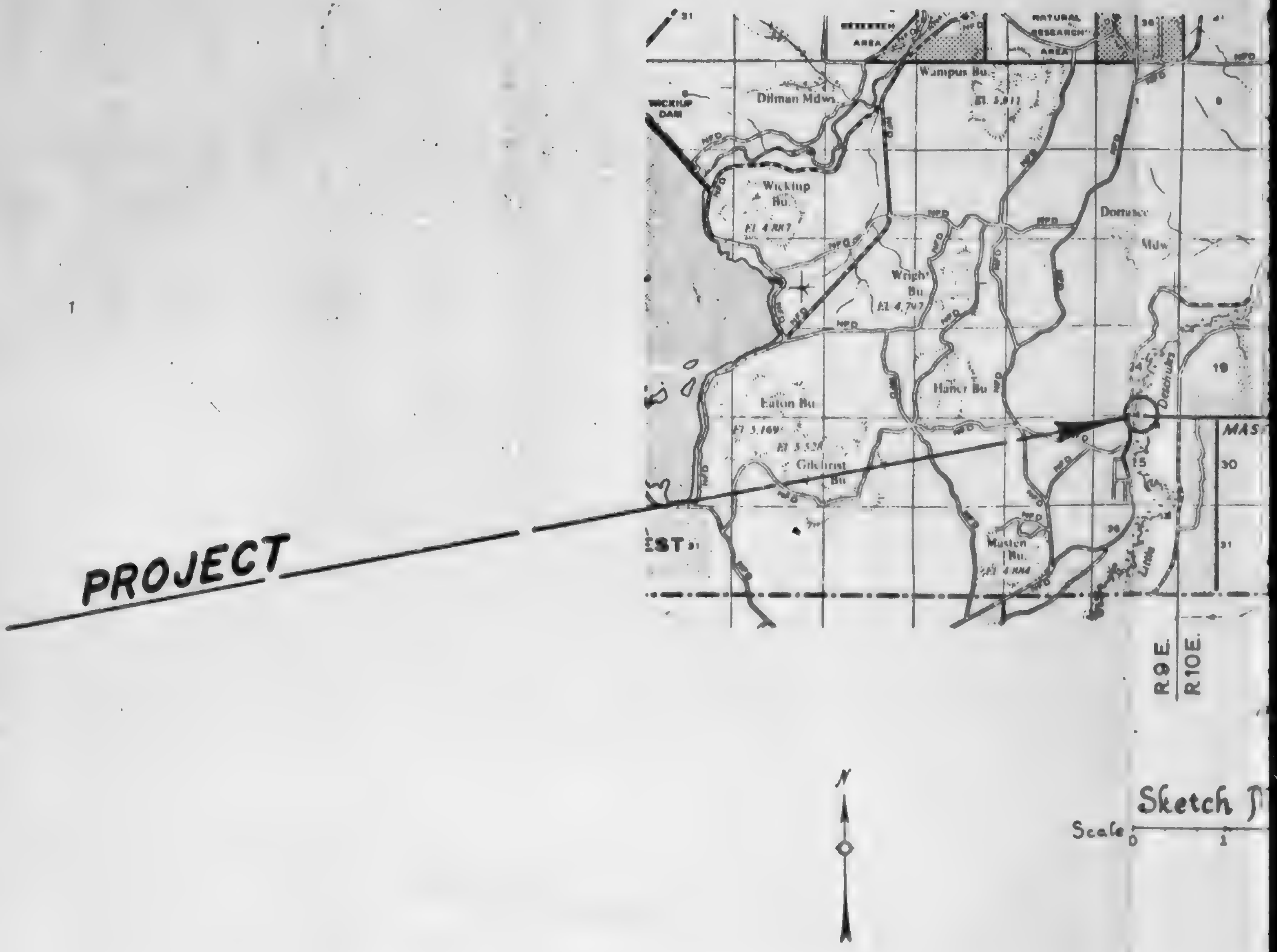
STATE HIGHWA

PLANS FOR PROPOS

LITTLE DESCHUTES R. (MAS

MASTEN COUN

DESCHUTES C


PROJECT
NATURAL RESEARCH AREA
AREA
WICKIUP DAM
Dilman Mdws.
Wampus Bu.
El. 5,811
Wickiup Bu.
El. 4,887
Wright Bu.
El. 4,747
Dorrance Mdw
NFD
Eaton Bu
El. 5,169
El. 5,528
Gilchrist Bu
Hamer Bu
Masten Bu.
El. 4,884
Deschutes
Little
MAS
24
19
15
30
31
EST
R.9E.
R.10E.
N
Sketch M
Scale 0 1

E OF OREGON

OF TRANSPORTATION

IGHWAY DIVISION

FOR PROPOSED PROJECT

PRELIMINARY COPY
NOV 24 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

LITTLE DESCHUTES R. (MASTEN RD.) BRIDGE SEC. MASTEN COUNTY ROAD DESCHUTES COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR (05)

(MASTEN RD.) BRIDGE SEC.
EN COUNTY ROAD
ESCHUTES COUNTY

APPROVED Dec 3 19 80

BOARD OF COMMISSIONERS OF Deschutes COUNTY

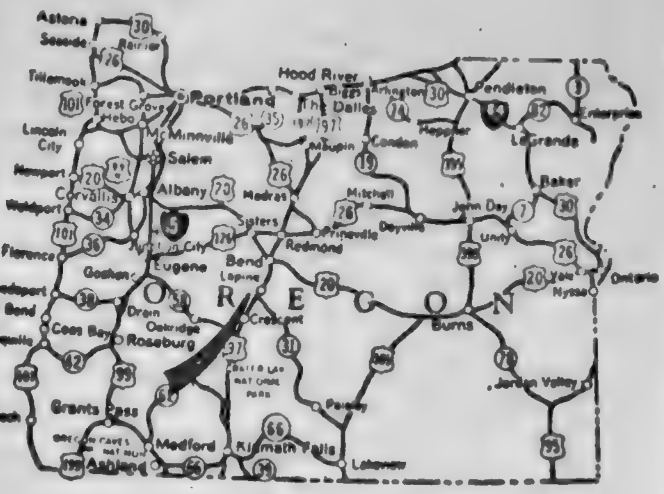
BY Albert A Young

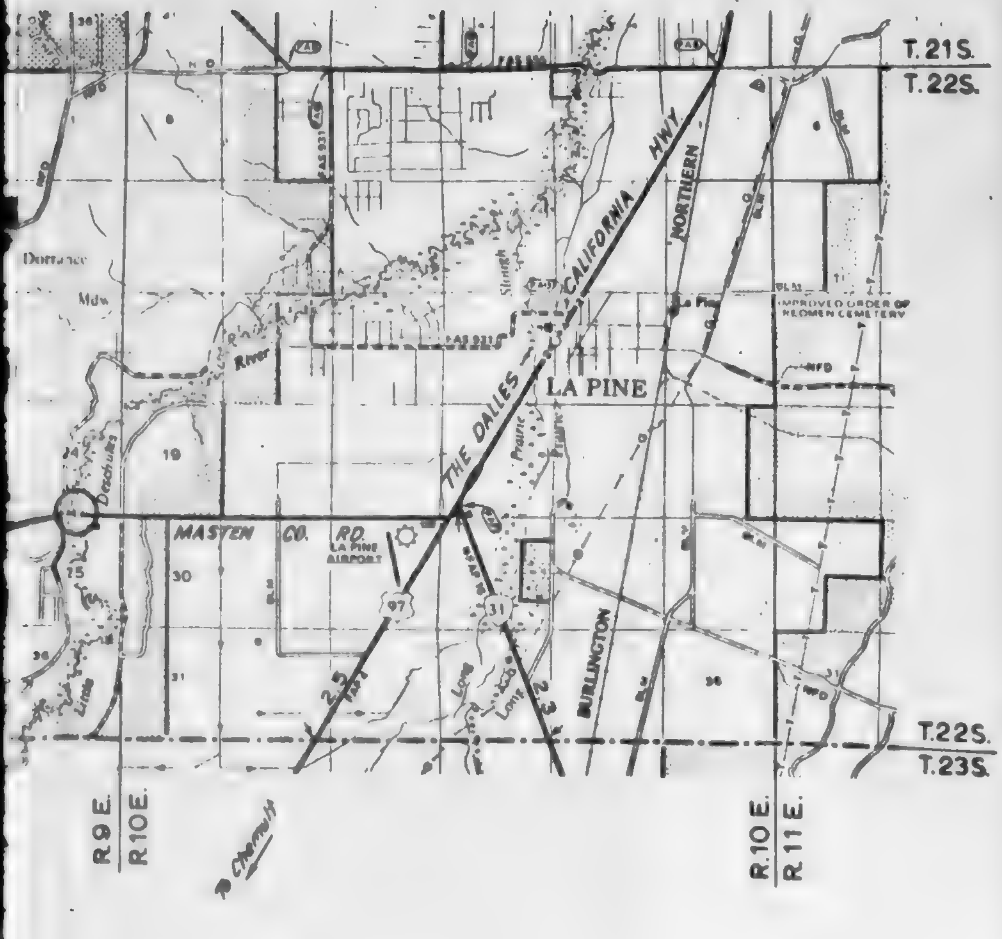
COMMISSIONER

COMMISSIONER

(absent)

COMMISSIONER


Astoria
Seaside
Rainier
Tillamook
Forest Grove
Portland
Hebo
Hood River
The Dalles
Arlington
Pendleton
Enterprise
Lincoln City
McMinnville
Salem
Maupin
Condon
Heppner
La Grande
Newport
Corvallis
Albany
Madras
Mitchell
Baker
Waldport
Sisters
Prineville
Dayville
John Day
Unity
Florence
Junction City
Redmond
Eugene
Bend
Goshen
Reedsport
North Bend
Coos Bay
Oakridge
Lapine
Crescent
Burns
Vale
Nyssa
Ontario
Coquille
Roseburg
Gold Beach
Grants Pass
Medford
Klamath Falls
Paisley
Lakeview
Jordan Valley
Ashland
O R E G O N


To Bend
T.21S.
T.22S.
T.22S.
T.23S.
Dorrance
Mdw
River
Deschutes
Slough
THE DALLES
CALIFORNIA
HWY
NORTHERN
IMPROVED ORDER OF REDMEN CEMETERY
LA PINE
19
MASTEN CO. RD.
LA PINE AIRPORT
25
30
36
31
97
31
BURLINGTON
2.5
2.3
Long Prairie
R9E.
R10E.
R.10 E.
R.11 E.
To Chemult

Sketch Map

ale 0 1 2 Miles

PRELIMINARY COPY
SUBJECT TO CHANGE

OCT 30 1950
H. S. COULTER

MAY 13, 1960
EDGAR S. HUNTER

H. S. Coulter	STATE HIGHWAY ENGINEER
E. S. Hunter	ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER DATE

No R/W Map

S U M M A R Y

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	
Mobilization (9%)	All	100%		
Guard Rail, Type 2A	Lin. Ft.	100		
" " " 3	"	100		
" " Anchors, Type 1	Ea.	4		
Rail End Pieces, Type "C"	"	4		
Loose Riprap, Class 50	Cu. Yd.	53		

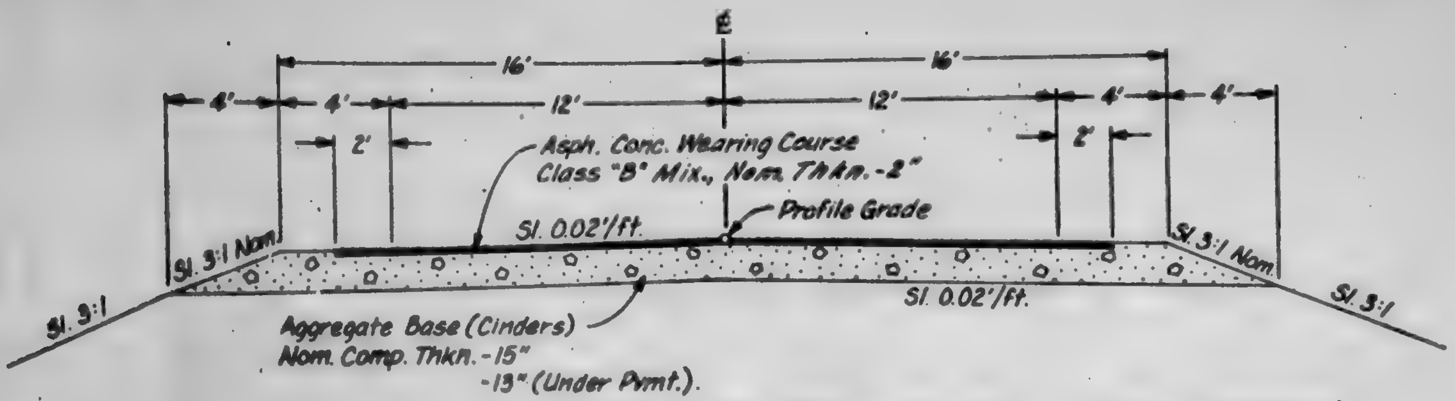
TYPIC

4'
Sl. 3:1 Nom
Sl. 3:1

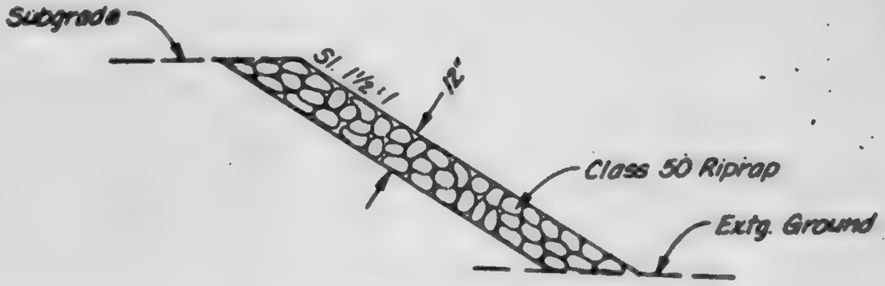
Cole-Barner-Butts

YPICAL SECTION

LITTLE DESCHUTES R. (MASTEN RD.) BRIDGE SEC. MASTEN COUNTY ROAD DESCHUTES COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


℄
16'
16'
4'
4'
12'
12'
4'
4'
2'
2'
Asph. Conc. Wearing Course
Class "B" Mix., Nom. Thkn. -2"
Profile Grade
Sl. 0.02'/Ft.
Sl. 3:1 Nom.
Sl. 3:1 Nom.
Sl. 3:1
Sl. 3:1
Sl. 0.02'/Ft.
Aggregate Base (Cinders)
Nom. Comp. Thkn. -15"
-13" (Under Pvmt.)

STA. 3+67.09	TO	STA. 5+97	(By Others)
5+97	TO	6+93	(Structure)
6+93	TO	10+05.59	(By Others)


Subgrade
Sl. 1½:1
12"
Class 50 Riprap
Extg. Ground

RIPRAP DETAIL
(For Location, See Plans)

9227

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 8

TO: FILE

DATE: August 28, 1980

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Little Deschutes River (Masten) Bridge
Masten Road
Deschutes County

The proposed project will replace the existing five-span, 70-foot long timber structure. The proposed structure will be placed on an alignment approximately eight feet upstream from the existing structure.

HYDROLOGY

The Little Deschutes River is a south-north tributary of the Deschutes River and drains an area of approximately 624 square miles above the proposed bridge site. Fifty-five years of stream gage records are available from gage number 14-0630 (drainage area = 859 square miles) located approximately 12 miles downstream near Lapine. The recurrence interval vs. peak discharge relationship listed below was determined from a Log-Pearson Type III statistical analysis of this gage data. The values listed have been adjusted to reflect the difference in drainage area between the gage and the bridge site.

Recurrence Interval	Peak Discharge
100-year	1,700 cfs
50-year	1,440 cfs
25-year	1,200 cfs
10-year	910 cfs
5-year	710 cfs

The upper 61 square miles of the drainage basin is regulated by Crescent Lake, but this regulation is considered to have a minor effect on the peak discharge at the bridge site due to the large difference in drainage areas. Inspection of the gaging records indicate that the peak discharge generally occurs sometime between April 1 and June 15 each year when the accumulated winter snowpack is melting.

The largest flood of record occurred on December 25, 1964 when a peak discharge of 3,660 cfs was neasured at the gage. This flood is estimated to have had a peak discharge of 2,880 cfs (500+ year recurrence interval) at the bridge site. This is the only time floodwaters have ever overtopped the bridge. The highwater elevation during this flood was approximately 104.0 feet (assumed datum) which is about 0.5 feet above the top of the roadway.

Contains
Recycled
Materials

DmH

HYDRAULIC DESIGN

The 25-year flood of 1,200 cfs was chosen as the design flood with an estimated highwater elevation of 99.6 feet (assumed datum). During the 100-year flood of 1,700 cfs, the estimated highwater elevation is 100.4 feet.

The existing structure was analyzed and found to create 0.3 feet and 0.7 feet of backwater during the 25-year and 100-year floods respectively. During the December 1964 flood, it is estimated that the existing structure created approximately 1.0 feet of backwater. The County Roadmaster's Office was contacted and they stated that there had been no particular problems associated with drift or ice flows at this location. What drift that does accumulate against the existing piers is removed every three to four years.

It is suggested that the existing structure maintain the status quo. This is satisfied with a structure which provides a normal waterway area (excluding the area of any piers) of approximately 340 square feet below the design highwater elevation. It is also suggested that the elevation of the bottom of the beams of the proposed structure be no lower than the existing beams. For hydraulic design purposes, a two-span, 70-foot long structure with vertical abutments was assumed as the replacement structure and found to create 0.2 feet and 0.5 feet of backwater during the 25-year and 100-year floods respectively.

RIPRAP

If vertical abutments are used, then no riprap protection will be required. If spillthrough abutments are used, then it is suggested that the embankment slopes be protected with a 12-inch blanket of class 50 loose riprap. No toe trench or filter blanket will be required for this riprap protection.

DWB:ge
cc: Frank Terpin w/att.
Walt Hart "
Jack Davis "
D. Christensen "
Don Harwell "
Dale Allen "
Herb Schell, FHWA "

PROJECT MANAGEMENT BRANCH
STE ☐
[✓ PRE ☐]
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs	1200	1700	2880
Discharge - m^3/s			
Frequency - yrs.	25	100	500+
H.W. Elevation Natural Channel ft.	99.6	100.4	104.0
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.	—	—	—
H.W. Elevation Channel Change m.			
Average Velocity fps	3.4±	4.2±	5.5±
Average Velocity mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Little Deschutes River (Masten) Bridge
Masten Road
Deschutes County

COMPILED BY: Dave Bryson

DATE: August 27, 1980

9287

6-30-80

NARRATIVE REPORT
LITTLE DESCHUTES RIVER (MASTEN ROAD) BRIDGE
MASTEN COUNTY ROAD
DESCHUTES COUNTY

This survey was initiated to prepare plans, specifications and estimate for the replacement of the existing Masten Bridge across the Little Deschutes River.

The existing structure is 20' wide by 70' long, with a roadway width of approximately 18½ feet. It is a five span timber trestle bridge in poor condition.

It is proposed that the centerline of the new structure be located 8 feet northerly and parallel to the centerline of the existing bridge. It will be necessary to maintain traffic throughout the construction period, and stage construction will be required. For stage I, it is proposed that the northerly wingwalls and sufficient abutment walls for three 4' prestressed slabs be constructed adjacent to the existing bridge. A short wingwall running parallel to centerline from the south end of the abutment wall would probably be required to contain the fill during Stage II construction. This will require removing the existing timber wingwall at the northeast corner. It is not anticipated that this will cause any appreciable problem. The fill is shallow and any sloughing would be expected to be minor, and traffic could be diverted to the south side of the structure by cones if necessary.

Present traffic is low volume, and during Stage II, one way traffic could be carried, using permanent rail on the north side and temporary rail on the south side. During Stage II, the present bridge would be removed and the remainder of the new structure constructed.

Deschutes County will construct the approaches, do the striping and acquire any additional right-of-way required.

The only utility of concern is an underground telephone conduit which is attached to the north side of the existing bridge. Provisions should be made for connection of the telephone conduit to the north side of the new bridge. The power line south of the roadway is a sufficient distance away so that there should be no problems during construction.

The U.S. Corps of Engineers report "Flood Plain Information, Little Deschutes River, Lapine, Oregon" December, 1977 shows a 500 year flood as being 0.5' above the deck of the existing bridge, and the 1964 flood as being slightly higher (possibly 0.1'). This is practically the same as the proposed centerline finish grade. The 100 year flood is projected as being 1.8' lower than the 500 year flood. The improved water carrying capacity of the proposed structure should lower these elevations somewhat.

There is little evidence of bank erosion at the site and it is not felt necessary to include rip rap on the slopes under the contract.

Using stationing of "L" 6 + 10 and 6 + 80 for Bents 1 and 2 and a 75° skew angle, the proposed structure was laid out on the ground and appeared to fit the bank configuration and direction of the main current reasonably well.

Copies of the cross section and topog notes have been given to the Deschutes County Road Department.

N. D. Krehbiel
Resident Engineer

cc: files

[illegible]7

STATE OF OREGON

INTEROFFICE MEMO

Bend, OR 97701

TO: Dave Moehring
Assistant State Highway Engineer
Project Management

DATE: April 4, 1980

FROM: John R. Hagedorn
Region Federal Aid Engineer

SUBJECT: HBR Proj - Masten Br. BROS-0900 (S)
FAS-C Proj - General Patch Bridge RSB-345

Mr. Charles Plummer, Deschutes County Roadmaster, requests that the following changes in bridge widths and roadway widths:

Masten Road Bridge
Project request stated 38' bridge width
Change to 32' curb to curb

Project request stated 36' roadway
Change to 32'

General Patch Bridge
Project request stated 32' bridge width.
Change to 36' curb to curb
(This will match the 36' roadway section)

JEH:pw
cc: Dale Allen
Norm Krehbiel

c.c. Walt Hart.
D.O. Christensen
Cliff Laux

Contains Recycled Materials

9227

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

Deschutes

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Little Deschutes River (Masten Road) Bridge (E-06-1)

HIGHWAY NAME: Masten County Road

HIGHWAY NUMBER: 17C33

REGION: 4

ADMINISTRATIVE DISTRICT: 10

COUNTY: Deschutes

CITY:

LENGTH: 100 ft.

MILEPOST NUMBER: 3.2 TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Deschutes County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR (OS)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace an existing 18-foot wide X 70-foot timber structure with a 38-foot wide X 70-foot concrete slab structure.

REFERRED TO
Board
Hendrickmayer
Cole
Semple
Erikson
✓ Watson
Hagel
Lau
Dorn
Discuss Do File Copy Due
Return
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
MAR 19 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 150

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 2000 - 1,500

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTI NUMBER AND WIDTH	P POSED NUMBER AND WIDTH
TRAVEL LANES	two - 10'	two - 12'
SHOULDERS	two - 2'	two - 6'
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River Little Deschutes	☒	☐	☐
Stream	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYB
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	■	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Telephone cable

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	 STATE	 CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	2
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Asphaltic concrete (performed by County)		2"

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

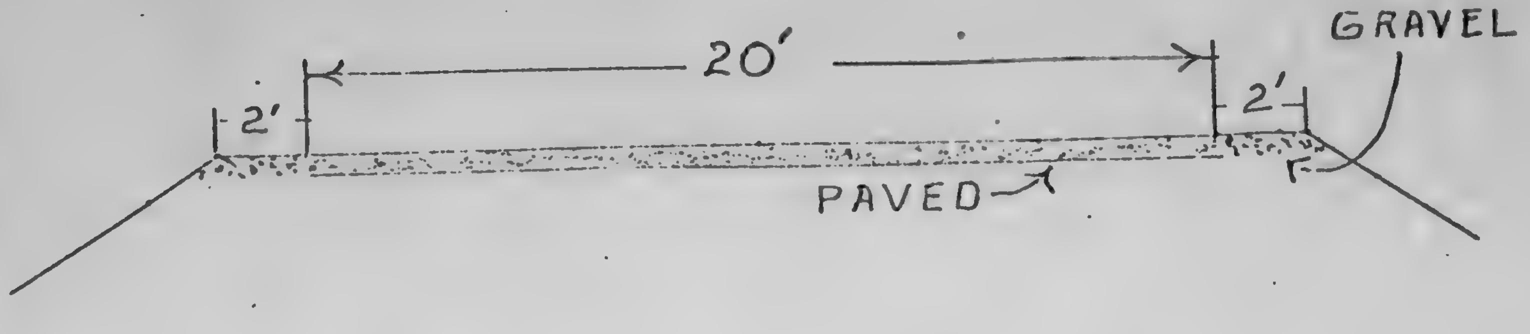
	REGION	SALEM
PRELIMINARY ENGINEERING	$ 14,500	$ 20,300
RIGHT OF WAY		
TRAFFIC CONTROL	4,000	6,000
ILLUMINATION		
STRUCTURES	146,300	138,000
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES Bridge Only	29,200	55,000
PROJECT TOTAL	$ 194,000	$ 219,300

SUBMITTED BY

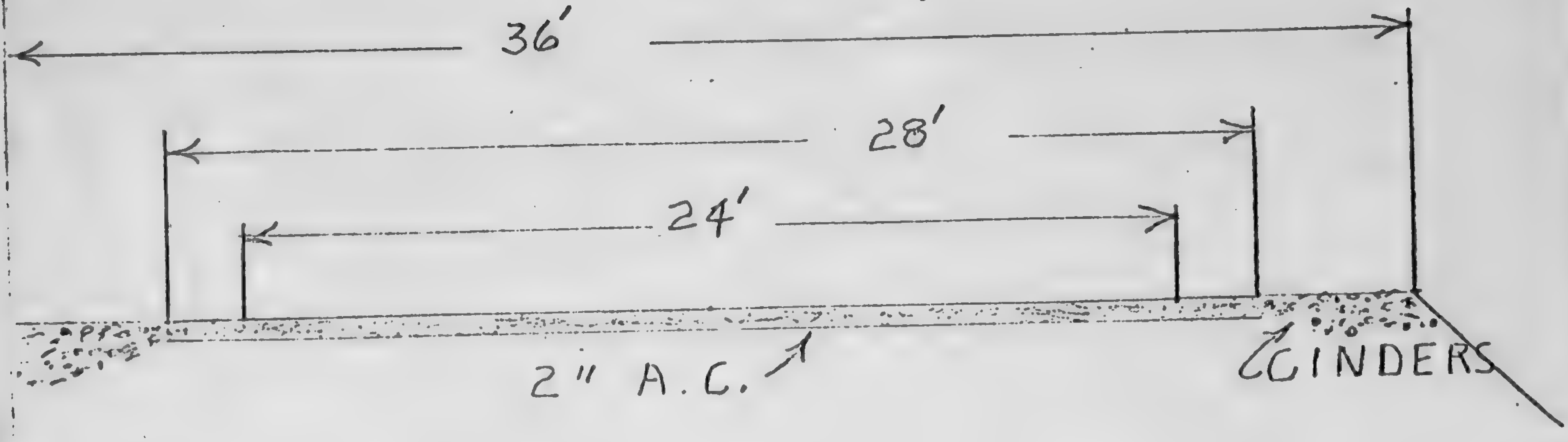
3-14-80

Frank E. Turpin

EXISTING ROADWAY


20'
2'
2'
GRAVEL
PAVED

DESIRED ROADWAY


36'
28'
24'
2" A.C.
CINDERS

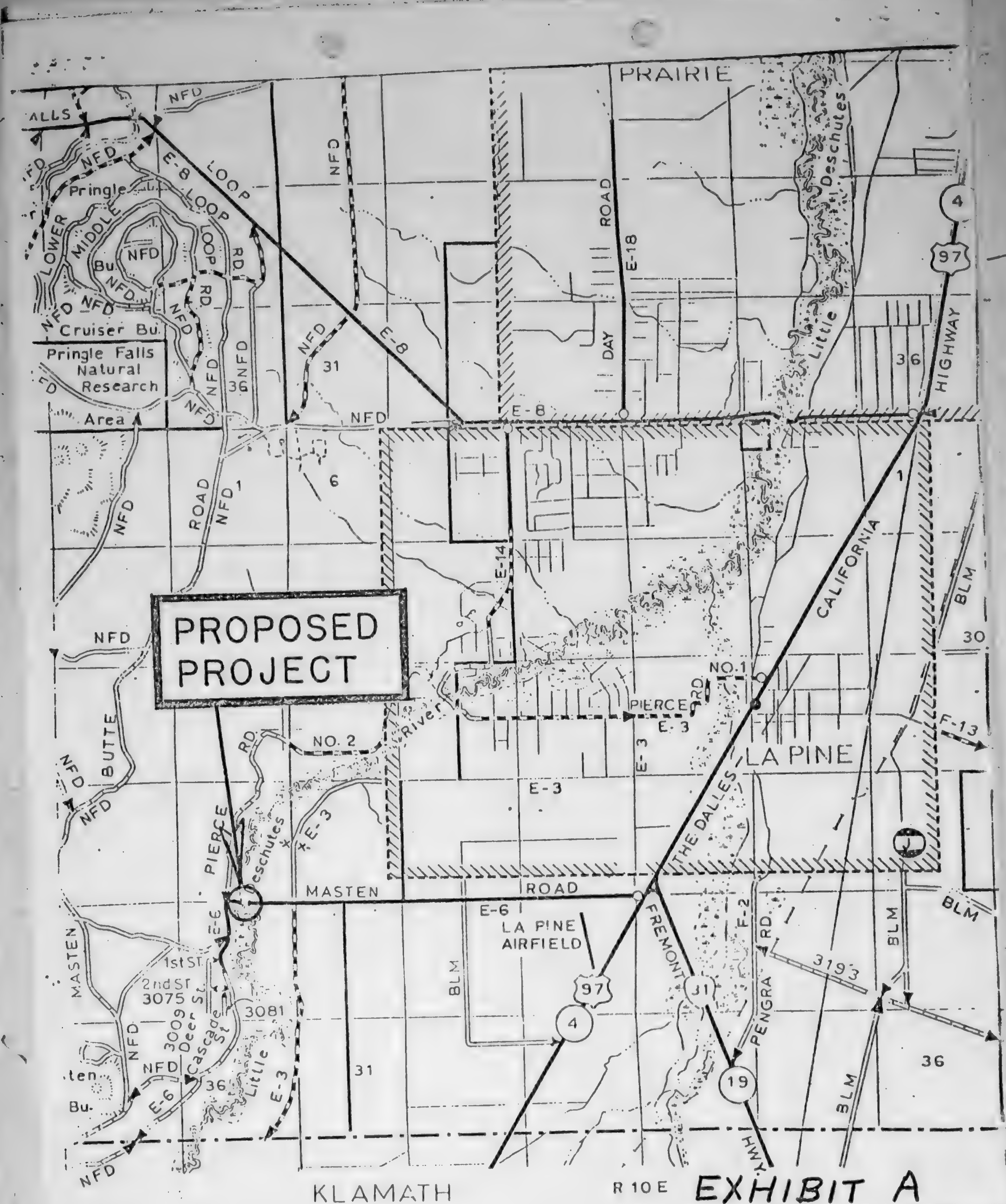

PROPOSED PROJECT
PRAIRIE
Little Deschutes
Deschutes River
ALLS
NFD
E-8 LOOP
E-8 LOOP RD.
E-8
LOWER
MIDDLE
Pringle
Bu.
Cruiser Bu.
Pringle Falls Natural Research Area
ROAD NFD 1
NFD 36
LOOP RD.
DAY ROAD E-18
E-14
31
6
36
30
1
4
97
HIGHWAY
CALIFORNIA
THE DALLES
LA PINE
NO. 1 RD
PIERCE E-3
PIERCE RD.
NO. 2
E-3
F-13
BLM
BUTTE
MASTEN ROAD
MASTEN
E-6
LA PINE AIRFIELD
FREMONT
31
19
HWY.
F-2
PENGRA RD.
3193
1st ST.
2nd ST.
3075
3009
Deer St.
Cascade St.
3081
Little
E-3
ten Bu.
KLAMATH
R 10 E

EXHIBIT A

9287

March 6, 1980

CON 4

Board of Commissioners
Deschutes County
Courthouse
Bend, Oregon 97701

Attn: Rosemary Peterson
County Clerk

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Little Deschutes River Bridge on Masten Road.

Financial sharing of the preliminary engineering is:

Total P.E.	$20,300.00
Federal Funds	16,240.00
BALANCE	$ 4,060.00
Local Share:	$ 2,860.00

Please make your check in the amount of $2,860.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

FFH:pf

bcc w/AD # 745: Vern Skoog - Please return completed Ad # 745 when check is received.
John Hagedorn, Region 4 Federal Aid Engineer

9-87

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3 - 4 - 80

		FEDERAL AID PROJECT NO. OS-0900(4)
		STATE PROJECT NO. See below
FROM: G. L. Green, Division Administrator	PROGRAM NO.	COUNTY NAME Deschutes
	ITEM NO. 00070	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
SAlem, Oregon

3/14/80
Orig

RECEIVED
STATE HWY ENG'
MAR 14 '80
REFER TO
Moehring
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED 3-4-80	DATE AUTHORIZATION EFFECTIVE 3-4-80	FEDERAL ROUTE NUMBER Non Federal-aid STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Little Deschutes River (Masten Rd) Bridge Sect.

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering and one structure.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work TEC 20,300 with Federal Funds limited to $16,240
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2-13-80 I concur that the subject project is classified as a categorical exclusion under CEQ guildelines and FHPM 7-7-2. As requested in Mr. Swan's 2-13-80 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $173,700 Federal funds $138,960 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 3-4-80	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-018

9227

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6

February 13, 1980

TO: G. L. Green, Divisions Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. .00070
Project No. BROS-0900(4)
Little Deschutes River (Masten Rd.) Bridge Section
Deschutes County

Attached is data for the subject project.

I request the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2 paragraph 10e.

(2) Authorization to proceed with preliminary engineering all phases including utility preparatory work at an estimated total cost of $20,300 with an obligation of $16,240 in federal funds.

(3) Authorization for construction at an estimated total cost of $173,700 with an obligation of $138,960 in federal funds.

CL:bke
Attachments

cc: D. Allen (Region 4)
F. Hildebrandt

H

Form [illegible]

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

2-13-80

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 Co. Rd., Approx. 4 mi. S.W. of LaPine 65	ADT	PRESENT DHV 15 150	FUTURE (66) (70) -----	YEAR (71) (72) ---	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 P.E., One bridge 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 BROS- 23	NUMBER 7 0900

CARD

CLASS OF FEDERAL FUNDS: Bridge Replacement (off System)

NAME OF URBAN AREA 17-31: -----

COUNTY NAME: Deschutes

ROUTE NO. N | FEDERAL-AID: NON (32) | STATE: Co. Rd. (36) (37) --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80.0%)	STATE FUNDS	OTHER FUND
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"Little Deschutes Riv. (Masten Rd.) Bridge Section."	0.01	20,300	16,240	1,200	2,860
5					**ROW**							
5					**CONST** (CODE) X080			0.01	173,700	138,960	-----	34,740 (

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	0.01	194,000	155,200	1,200	37,600 (
1	14	PROGRAM APPROVAL DATES 10-4-79			(18) (23)	(24) (33)	REMARKS	

-over-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-13-80

LOCATION (45 typewriter spaces) Rd., Approx. 4 mi. S.W. of LaPine	ADT	PRESENT DHV 15 150	FUTURE -----	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 117	ITEM NO. C0070

(35 typewriter ge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BROS-	NUMBER 0900	SEQ. NO. (4)	I. Projects only ... POST MI DESIG.

ment (off System)

COUNTY NAME Deschutes	CODE 017				PROGRAM STAGE ☐ 1 OR ☐ 2
ROUTE NO. N	FEDERAL-AID NON	STATE Co. Rd.	U.S. ---		

ESTIMATED PROJECT COST BY PHASES

TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80.0%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		"Little Deschutes Riv. (Masten Rd.) Bridge Section."	0.01	20,300	16,240	1,200	2,860 (Co.)	
V								
ST 80			0.01	173,700	138,960	-----	34,740 (Co.)	ROW-60' normal; Access Control-none. Parking Restrictions-Partial.
C.L.		PROJECT TOTALS	0.01	194,000	155,200	1,200	37,600 (Co.)	

REMARKS

L DATES 10-4-79

-over-

Little Deschutes Riv. (Masten Rd.) Bridge Section
Project No. BROS-0900(4)

Existing Facility: 70-foot timber bridge with 18-foot horizontal clearance.

Adjacent Sections: 20-foot A.C. surface with 2-foot gravel shoulders.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work.
2) Remove existing structure and construct 70-foot prestressed concrete slab span bridge with 36-foot horizontal clearance to provide for 2-12 foot travel lanes with 6-foot shoulders. Widen roadway approaches and adjust utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Exceptions to Minimum Design Standards: None anticipated.

FHPM 4-1-4 Requirements: Exempt from A-95 review.

FHPM 7-7-2 Requirements: Nonmajor Action under provisions of paragraph 10e.

FHPM 7-7-5 Requirements:

a) Public Hearings - - Not required under Oregon Action Plan.
b) Location/Design - - Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 2.
2) Included in FY '80 Annaul Program in table of Projected Federal Fund Obligations and Balances for Fiscal 1980 Program.

9287

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Bend

January 28, 1980

J. Hagedorn

FROM: John Hagedorn
Reg. Fed Aid Engr.

TO: D. E. Swan
Project Mgmt.

10 IEPPIN 1-29-80

SUBJECT: Location Prospectii and
Authority for Survey
Masten Br.
Twin Bridges Rd. Br.
HBR Off-system projects
Deschutes County

Attached hereto are Location Prospectii and Authorities for Survey for the subject projects.

The estimates of costs from the Region's stand point are:

Twin Br.	Field survey	901	$5,000.
	Foundation exploration	926	$3,000.
Total estimate for P.E. is $16,000.			
Masten Br.	Field survey	901	$4,000.
	Utility	914	$ 200.
	Foundation exploration	926	$3,000.
Total estimate for P.E. is $14,500.			

cc: Phil Lewellyn, Loc. Sect.

REFERRED TO
FOR
FILE:

—9287 (LUM0001) 10

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Little Deschutes River (Masten Road) Bridge
Highway Masten County Road
County Deschutes

Date January 28 19
Authorization No. 1
Survey Prefix 209-1903
(Assigned by Salem office)

Description of termini, route, length, etc.:
At the Little Deschutes River on Masten Road, 3½ miles west from M.P. 169.87 of The Dalles/California Highway. 1½ miles south and 4½ miles west of Lapine.

Proposed:
Replace an existing 18 foot wide by 70 foot long timber structure with a 38 foot wide by 70 foot long concrete slab structure.

HBR Program (Off-system)

Purpose of survey:
Prepare plans, specifications and estimate of cost for the structure only. The County will construct the approaches.

BROS-0900(5)
2-21-80

		Estimate of Co
Field Survey	(901)	4000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	150
Bridge Design	(927) ~~(906)~~	6000
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	200
Photogrammetry	(916)	
Location Studies	(918)	1000
Engr. Graphics	(919)	
Office Engineer	(920)	100
Specifications	(921)	800
Environmental	(923)	200
Foundation Exploration	(926)	3500
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey . . . . . . $ 17,300
Previous authorization . . . .
Additional authorization requested . . . . .
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Request made by:

Recommended for Approval:

Recommended for Approval:
Location Engr.

Approved:

9287

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Little Deschutes River (Masten Road) Bridge (E-06-1)

HIGHWAY NAME: Masten County Road

HIGHWAY NUMBER: 17C33

REGION: 4

ADMINISTRATIVE DISTRICT: 10

COUNTY: Deschutes

CITY

LENGTH: 100 ft.

MILEPOST NUMBER: 3.2 TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Deschutes County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR (OS)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace an existing 18 ft. wide x 70 ft long timber structure with a 38' wide x 70' concrete slab structure

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 150

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 2,000 - 150

		A	B	C	D	E	F
LEVEL OF SERVICE	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

- FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 10 ft.	2-12 ft
SHOULDERS	2-2 ft.	2-6 ft
MEDIANS	--	
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River Little Deschutes	☒	☐	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Telephone Cable

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	2
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE	______ (Region)	______ (Salem)

SUGGESTED BASE DESIGN

IT[illegible]	[illegible]EW WORK	OVER EXISTING
Asphaltic Concrete (performed by County)		2"

7 - TYPICAL SECTION AND LOCATION

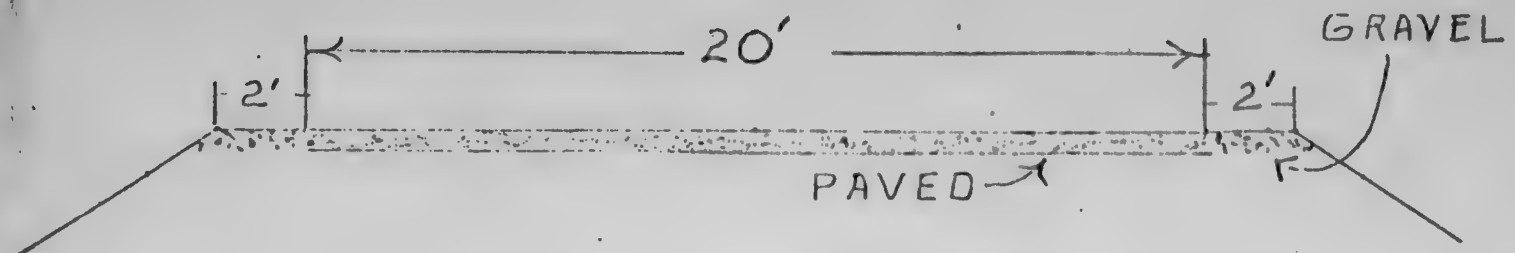
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

PROJECT COST ESTIMATES

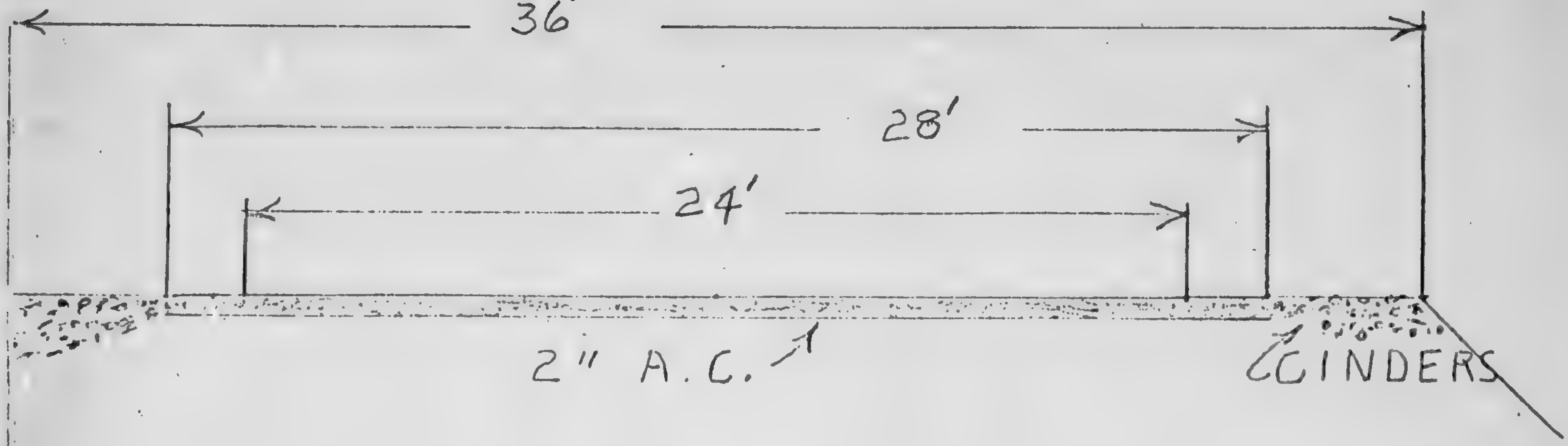
	REGION	SALEM
PRELIMINARY ENGINEERING	$ 14.500	
RIGHT OF WAY	—	
TRAFFIC CONTROL	4.000	
ILLUMINATION	—	
STRUCTURES	146.300	
RAILROAD	—	
ROADWAY	—	
OTHER		
ENGINEERING & CONTINGENCIES	29.200	
PROJECT TOTAL	$ 194.000	

SUBMITTED BY ______________________________

EXISTING ROADWAY


20'
2'
2'
GRAVEL
PAVED

DESIRED ROADWAY


36'
28'
24'
2" A.C.
CINDERS

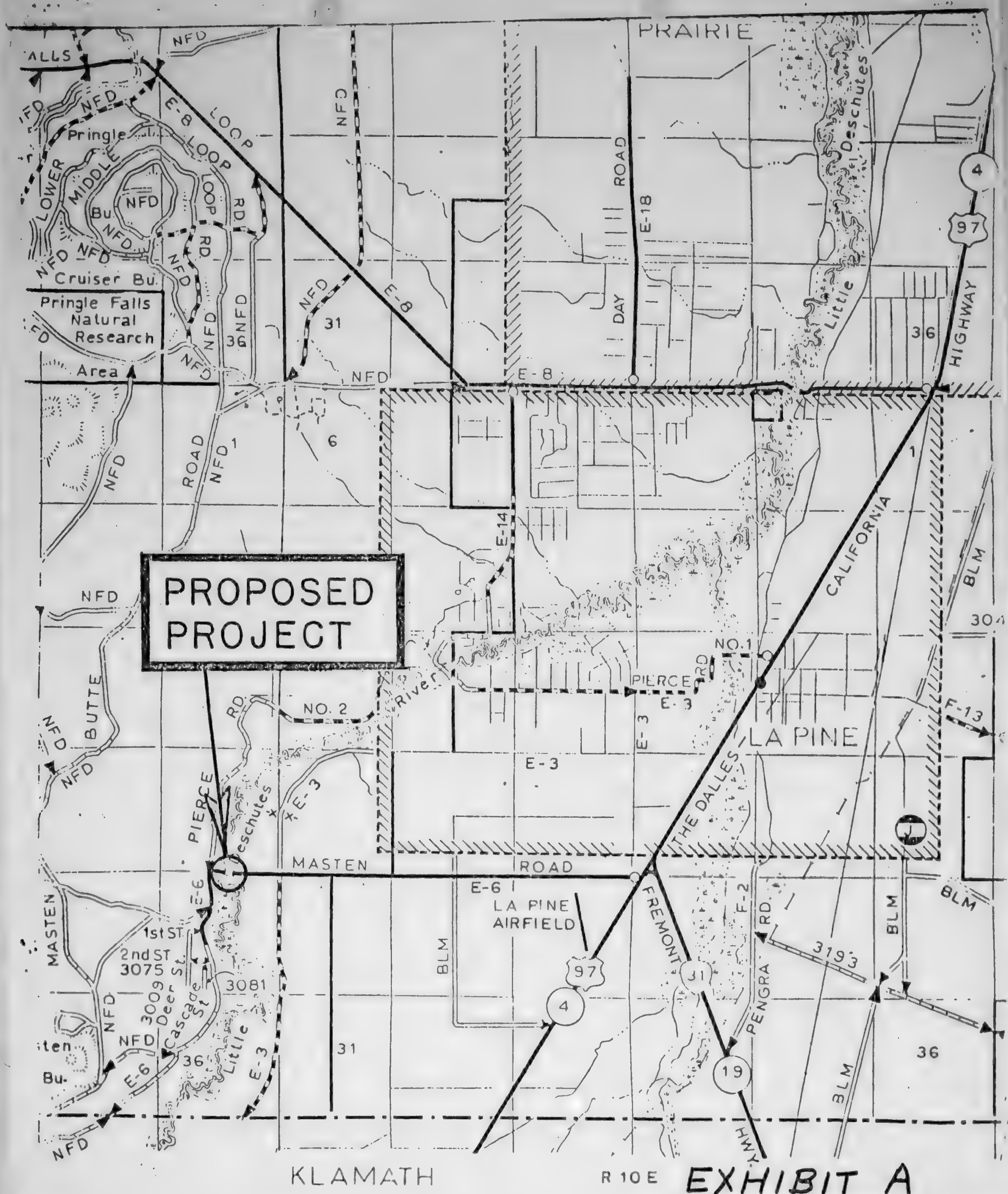

PROPOSED PROJECT
PRAIRIE
ALLS
NFD
LOWER
MIDDLE
Pringle
E-8 LOOP
LOOP RD.
Bu.
Cruiser Bu.
Pringle Falls Natural Research Area
NFD 36
ROAD NFD 1
31
6
E-8
E-14
DAY ROAD
E-18
Little Deschutes
36
HIGHWAY
97
4
CALIFORNIA
THE DALLES
1
BLM
304
F-13
NO. 1
PIERCE RD
E-3
LA PINE
River
NO. 2
PIERCE RD.
Deschutes
MASTEN ROAD
E-6
LA PINE AIRFIELD
FREMONT
31
F-2
PENGRA RD.
3193
19
HWY
BUTTE
MASTEN
1st ST.
2nd ST 3075
3009 Deer St.
Cascade St
3081
Little
ten Bu.
KLAMATH
R 10 E

EXHIBIT A

9787

October 3, 1979

Deschutes County Board of Commissioners
Courthouse
Bend, OR 97701

AGR 4

Attention: Rosemary Patterson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 716

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning construction of the Little Deschutes River (Masten Road) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

7287

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRE LOC

Bend, Oregon, 97701

August 3, 1979

1859

FROM: J. R. Hagedorn
Region Federal Aid Engineer

J R Hagedorn

TO: D. E. Swan
Project Management

SUBJECT: Application for SBR Project
Masten Bridge (E-06-1)
Little Deschutes River (8 mi.W.US 97)
Masten Road (Off System)
Deschutes County

TO TERPIN
8-6-79

Enclosed is a project request and a draft environmental assessment for the subject project. This structure is on the off-system priority list for fiscal 1979.

Note that the County requests that the State handle both the P.E. and construction engineering.

Also on the off-system priority list, but for fiscal 1980, is Deschutes County's Twin Bridge Road bridge. The County will submit the project request and draft environmental assessment for this structure in the near future.

JRH:pw
Enclosures

FEDERAL AID PROJECT REQUEST

Date April 1, 1979

Applicant Agency Deschutes County
Request for: Off-System X , FAS-C ____ , FAUS ____ Project Emergency Bridge Replacement Funds
Federal Aid Route No. DNA Route Name Masten Road (Deschutes Co. Road)
Project Name Masten Bridge (E-06-1)

Project Length 100' (70' Structure) Project Location (Attach sketch map)
Project Description Replacement of an existing 18' wide timber structure that crosses the Little Deschutes River with a 70' x 38' (36' clear) prestress concrete slab structure.

Average Daily Traffic Approx. 150 ADT Current Design Speed 55 m.p.h.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 ft. Travel Lanes 2 x 10' = 20' paved Shoulders 2 ft each=4' gravel
Medians No Parking No
Sidewalks No
Remarks Road is in a rural area used primarily by the residents of a recreational subdivision, logging equipment and general recreation traffic.

2. Desired Roadway Cross Section: (Attach sketch)

Width 36 ft. Travel Lanes 2 @ 12' = 24' Shoulders 2 @ 2' Pave & 4' cinder
Medians No Parking No
Curbed No Length Curb Radii DNA
Sidewalk/Bikeway No
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum ____ Maximum ____

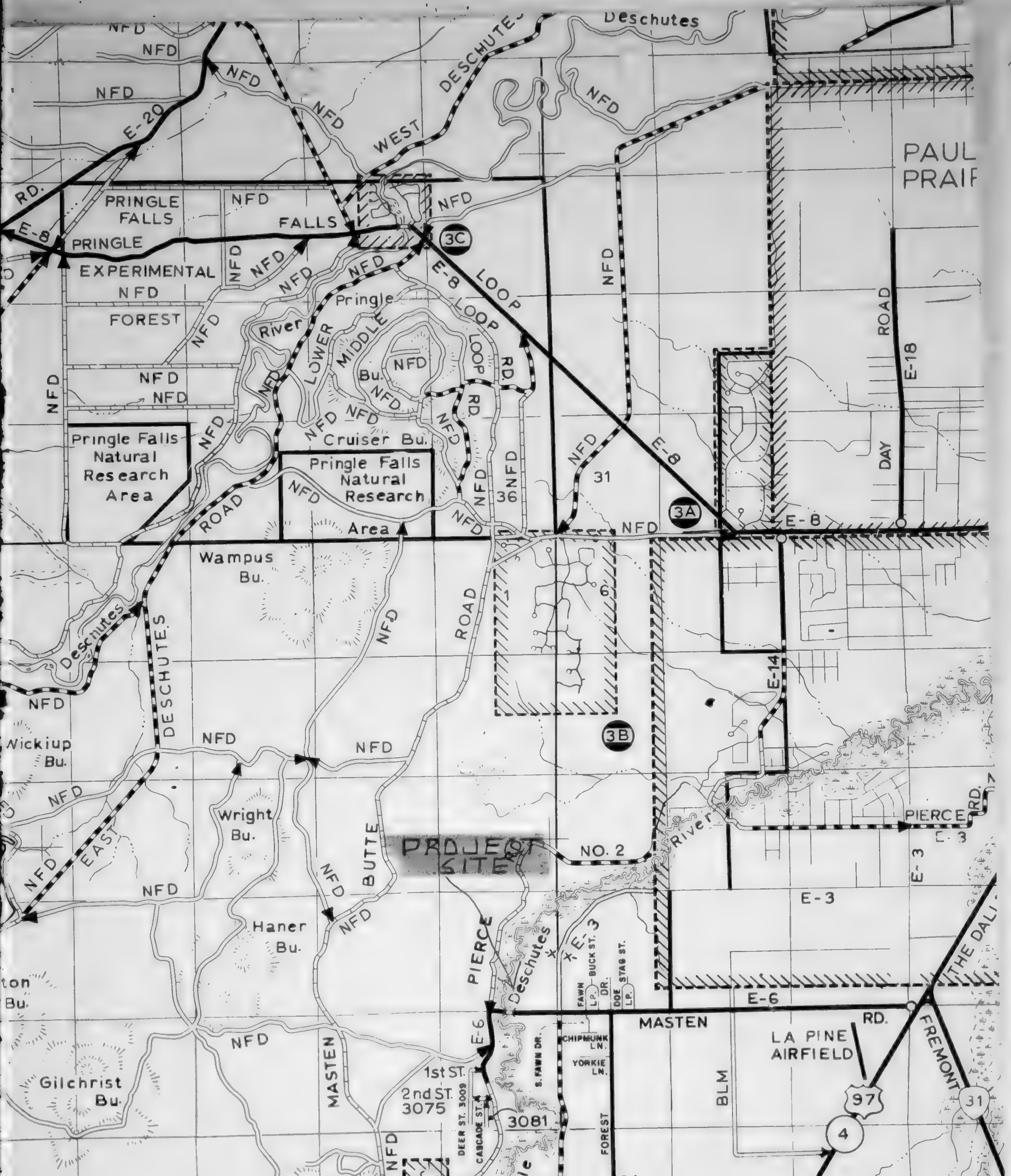
2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks Right-of-way established 9-16-22

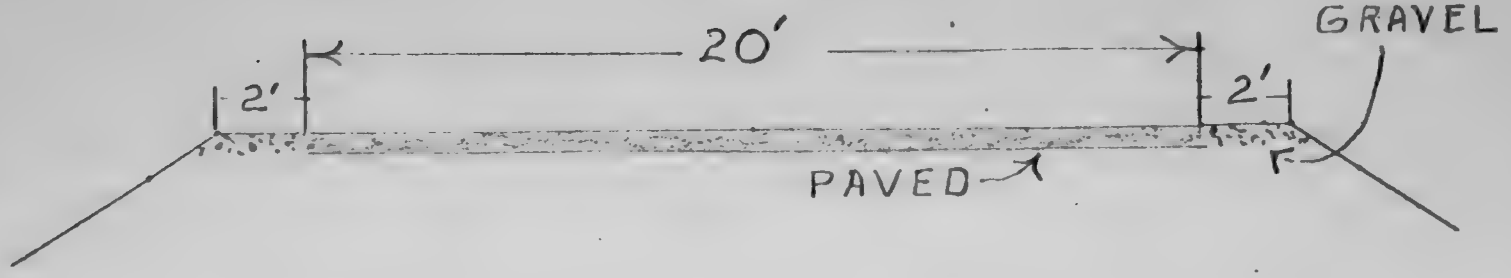
III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

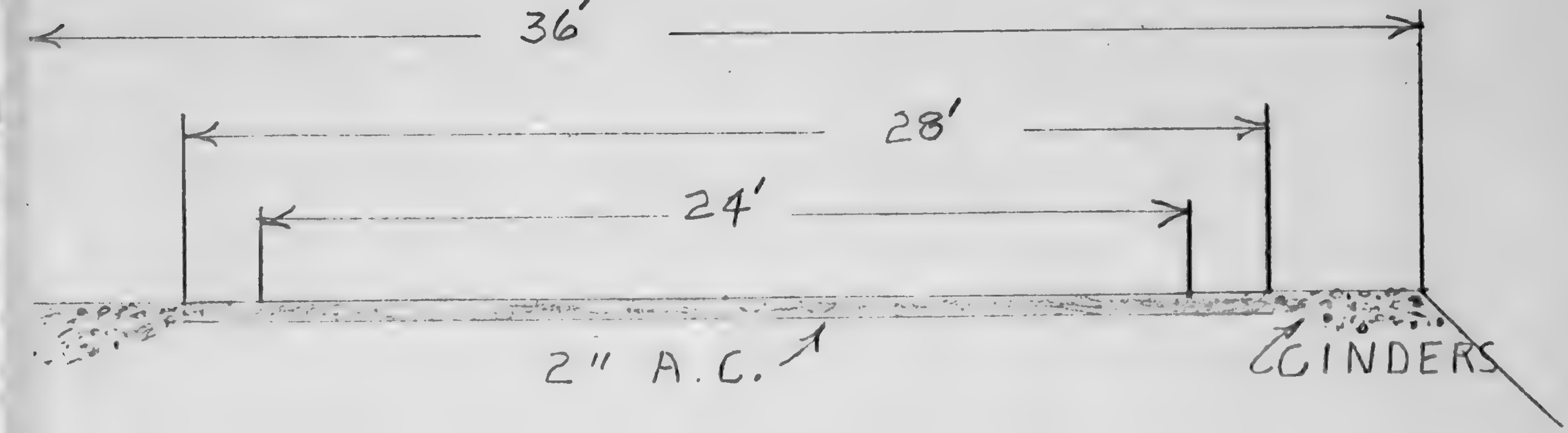
None


Deschutes
NFD
NFD
NFD
NFD
E-20
NFD
WEST
DESCHUTES
NFD
PAUL
PRAIR
RD.
PRINGLE FALLS
NFD
FALLS
NFD
3C
E-8
PRINGLE
EXPERIMENTAL
NFD
NFD
NFD
NFD
NFD
E-8
LOOP
NFD
FOREST
NFD
River
Pringle
LOWER
MIDDLE
LOOP
NFD
LOOP
ROAD
E-18
NFD
NFD
Bu.
NFD
RD.
RD.
NFD
NFD
NFD
NFD
NFD
Cruiser Bu.
NFD
E-8
DAY
Pringle Falls Natural Research Area
NFD
Pringle Falls Natural Research
NFD
NFD
36
31
ROAD
NFD
Area
NFD
3A
E-8
NFD
Wampus Bu.
6
ROAD
NFD
Deschutes
DESCHUTES
E-14
NFD
3B
Wickiup Bu.
NFD
NFD
NFD
Wright Bu.
BUTTE
PIERCE RD.
E-3
PROJECT SITE
NO. 2
River
E-3
EAST
NFD
NFD
E-3
NFD
NFD
Haner Bu.
PIERCE
Deschutes
E-3
BUCK ST.
STAG ST.
FAWN LP.
DR.
DOE LP.
THE DALL
ton Bu.
E-6
MASTEN
RD.
E-6
NFD
CHIPMUNK LN.
YORKIE LN.
LA PINE AIRFIELD
FREMONT
Gilchrist Bu.
MASTEN
1st ST.
2nd ST. 3009
3075
S. FAWN DR.
DEER ST. 3009
CASCADE ST.
3081
BLM
97
31
4
FOREST
NFD
Masten Bu.
36
Little
E-3
DEER
31
3D
NFD
NFD
R 9 E
KLAMATH
R 10 E

EXISTING ROADWAY


20'
2'
2'
GRAVEL
PAVED

DESIRED ROADWAY


36'
28'
24'
2" A.C.
CINDERS

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? None

4. Permanent Striping:

Include in project or by applicant? Applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Milepost 3.2 on Masten Road

Type Wooden Bridge crossing the Little Deschutes River

Approach Roadway Width 24' Shoulder Width None

Length 70' Width 18'9" between rails

To remain in place? No

2. Proposed Structure:

Location at site of existing structure

Approximate Size: Length 70 ft. Width 38 ft.

Are sidewalk/bikeways desired: Due to recreational potential of the bridge site, sidewalks are desirable.

Are any utilities to be attached to structure? telephone cables

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Detour routes will require several miles of driving on dirt Forest Service Roads.

Remarks Stage construction to allow one lane traffic at all times is desirable.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad ______

Existing Crossing Protection ______

2. Will existing railroad crossing be altered? ______

Remarks ______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement ______ Office
2. Environmental * Dept. of Environmental Quality - Central Office Office
3. Public Hearing ______ Office

Remarks * Dept. of Fish and Wildlife will probable be interested.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State ✓ RP Consultant ______

Design of structure by consultant also.

2. Project construction engineering to be performed by:

Applicant ______ State X CLP. Consultant ______

3. Will applicant perform any work prior to or after award of contract?
Yes X No ______
If "yes," describe briefly: Temporary repairs on existing structure maintenance and striping, all grading work on the approaches will be done by the applicant.

4. Applicant's estimate of cost for requested project:

Roadway Work		$
Right-of-way costs (if participating)		
Traffic control	4,000.	~~3500.00~~
Illumination		
Structures	146,300.	~~176,500.00~~
Railroad		
Other Const. engrg. & contingencies	29,200.	
Preliminary engineering	14,500.	~~5,000.00~~
PROJECT TOTAL	$	~~185,000.00~~
	$. 194,000.	CLP

Remarks Roadway work will be performed by Deschutes County at a later date.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or DESCHUTES COUNTY

By ______ By ______

By ______ By ______

By Charles L

Roadmaster

(1976)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date________

Section________ Unit (if appl)________

County Deschutes City________

Highway Masten Road State Hwy. No.________

Termini: M.P.(if appl) 3.2 Length________

Region________ Construction Estimate $185,000.00
Program Amount

B. Purpose of Project: To replace rotting and narrow existing structure with prestress concrete slab structure. The present structure has a roadway width of 18 feet (to be increased to 38 feet). Load limit is 8 tons (to be designed to carry loaded logging trucks HS 20). It is uneconomical to maintain present structure because problems are in foundation and substructure as well as superstructure.

C. Origin & History of Project: The present structure was built in 1953 and has never had any maintenance done. Since 1953 many homes have been built beyond the bridge and there has been increased continuous logging traffic over the bridge throughout the years. Was originally built to serve lighter (ADT & Weight) logging traffic, and now is outmoded because of traffic volume (and weight).

In 1953 the residential traffic was non-existent, presently it is a large part (since the area is not, currently, being logged heavily) and by the year 2000, at least one-hundred homesites (presently owned but only partially developed) should be creating nearly eight hundred trips per day average.

D. General Description of Project: The proposal is to increase the width, increase the load capacity, install sidewalks, maintain vertical clearance under the bridge for boating and stream flow, and, as much as possible, improve the horizontal and vertical alignment.

Alignment: New________ Existing________ Combined X

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. 2' ; Parking No

Proposed: No. Lanes 2 ; Med. No ; Shldrs. 4' ; Parking No

Traffic: Existing Facility: Existing ADT 112 ; Projected ADT 1500 ; Yr. 2000

Existing Level of Service A

Proposed Facility: Projected ADT 1500 ; Yr. 2000

Projected Level of Service A

734-3953 (10-75)

Right of Way: Additional anticipated __No__; if yes, give approx. No. Parcels________
Yes, No

Acres________; Type of Relocation Req.__________________; No.__________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Concrete for bridge abutments can be obtained at LaPine 5½ miles from job site. Concrete slabs are made and hauled to site. Borrow material can be hauled from a pit 7½ miles from the site. The present bridge can be burned at site when removed, or salvaged.

Type of Structure(s):

One concrete structure with piles for footings; poured abutments, prestressed slabs and metal guard rails.

Brief Description of River or Stream and Type of Involvement, if any:

The bridge would be built over Little Deschutes River. The stream runs from a high 800 CFS in the summer and to a low of 50 CFS in the fall and winter months. The stream runs irrigation water in the summer months.

Local City, County or COG priorities of project:

This is number one priority on the County bridge replacement list.

FHWA and/or OSHD approvals given, if any:

None

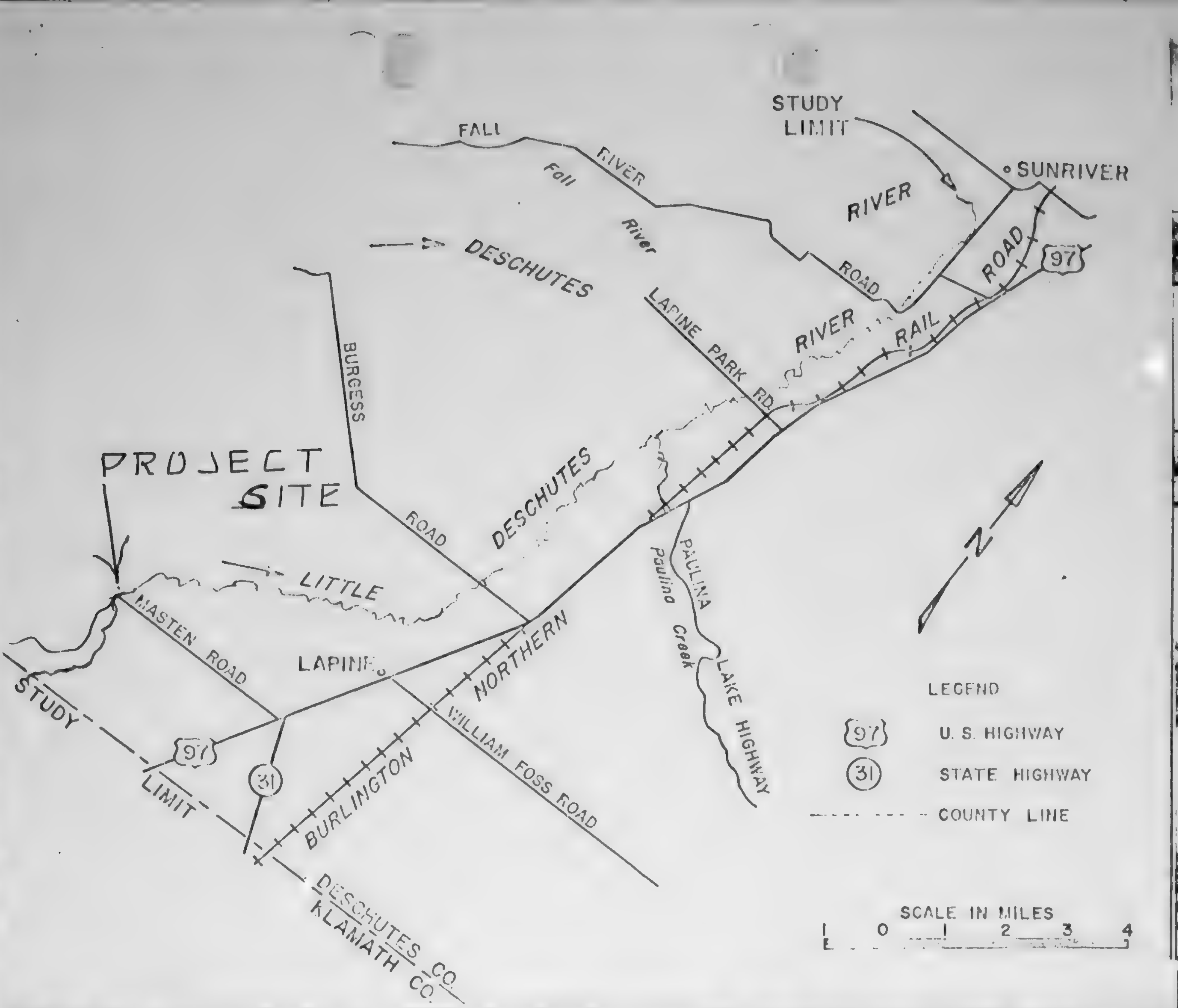
Location or Design Alternatives (identify and describe):

The location of the bridge could be moved some south to better road alignment, but would require right-of-way. The structure could be designed as a timber structure but it is doubtful if enough vertical clearance would allow for boating and stream flow.

Other Descriptive Information or Comments:

Because possible detour routes are very poor, stage construction (or a detour structure) will be required so that local residents can continue to use this roadway.

(Attach project sketch map.)


STUDY LIMIT
SUNRIVER
FALL RIVER ROAD
Fall River
RIVER ROAD
97
DESCHUTES RIVER
LAPINE PARK RD.
RAIL ROAD
BURGESS ROAD
PROJECT SITE
DESCHUTES
LITTLE DESCHUTES
MASTEN ROAD
LAPINE
NORTHERN
BURLINGTON
WILLIAM FOSS ROAD
PAULINA LAKE HIGHWAY
Paulina Creek
N
97
31
STUDY LIMIT
DESCHUTES CO.
KLAMATH CO.
LEGEND
97 U. S. HIGHWAY
31 STATE HIGHWAY
COUNTY LINE
SCALE IN MILES
1 0 1 2 3 4

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The area around the project site is very flat and covered with native grasses and heavy stand of Lodgepole pine trees. Cattle use the area for grazing during the spring, summer and fall months. The area at the bridge site is silt over river run gravel and the banks are covered with tall grass and bunches of willow trees. The site area has some mule deer nearby and there are some beaver and muskrat that use the river area for habitation. There is a river bottom silt area for 50 feet on each side of the water and there is some bank erosion during periods of high irrigation water release.

WATER FEATURES:

Crescent Lake has an active water storage of 86,000 acre feet, which has a regulating dam that feeds Crescent Creek which flows into the Little Deschutes River. The average gradient is approximately 15 feet per mile for 30 miles. From the confluence of Crescent Creek and Little Deschutes River, which is about 17 miles above the bridge site, the average gradient is 9 feet per mile.

The water volumes vary greatly throughout the year, with a high during the spring snow melt and during the summer irrigation season. Volumes are from 50 CFS to 800-900 CFS. The water shed area for the creek and river in relation to the bridge site is about 725 square miles.

There are native trout in both Crescent Creek and Little Deschutes at the bridge site. The bridge site is at an elevation of 4,275 feet; the average precipitation is 20.26" per year at Wickiup Dam, located approximately 5 miles west of the bridge site; the temperature range is from a minus 40° to 105° F.; snowfall average is 63 inches in LaPine.

The above information was obtained from "Deschutes River Basin" by State Water Resources Board, Salem, Oregon - January 1961. (continued on additional sheet)

2. Cultural:

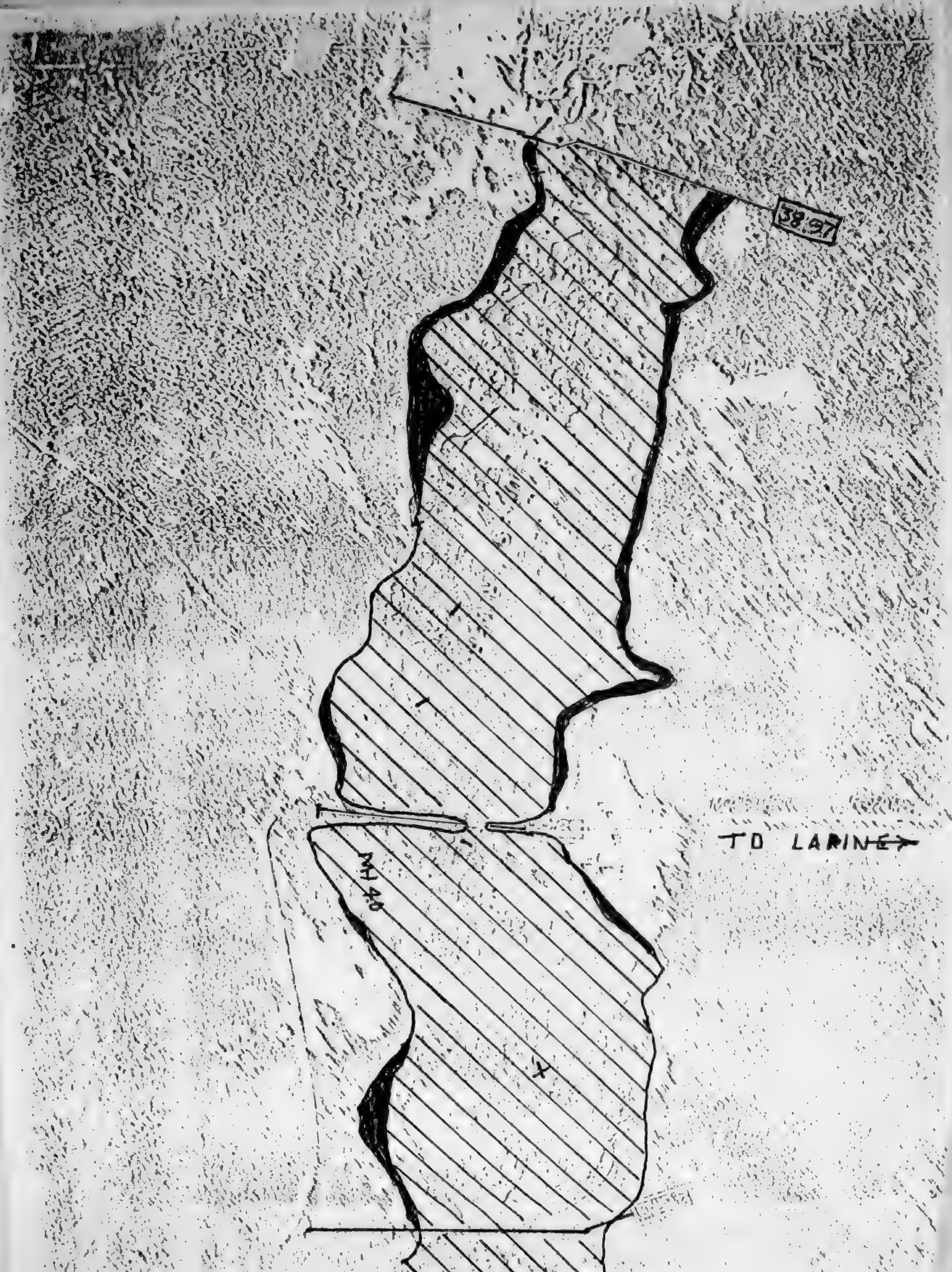
The trend is towards a different land use in the vicinity of the bridge area. For many years the area was used for stock grazing only; in the last 5 to 7 years, the trend has been to subdividing the large tracts of land. There are now three subdivisions within 2 miles of the bridge site. They contain more than 100 lots. About one half of the lots contain homes and about one half of those are year-round residents. The rest of the land is National Forest. The bridge is on a major access road (functionally classified as a collector) for timber hauling to mills in LaPine, Gilchrist and Bend, In future years, there is good potential for more land to be subdivided north from the bridge site. The bridge is vital to all vehicular traffic because it is the only paved road to the area and a detour would entail a route of 2½ miles north, or 4 miles south, over very poor dirt roads, in order to reach a paved road. The dirt roads are completely impassable in the winter months.

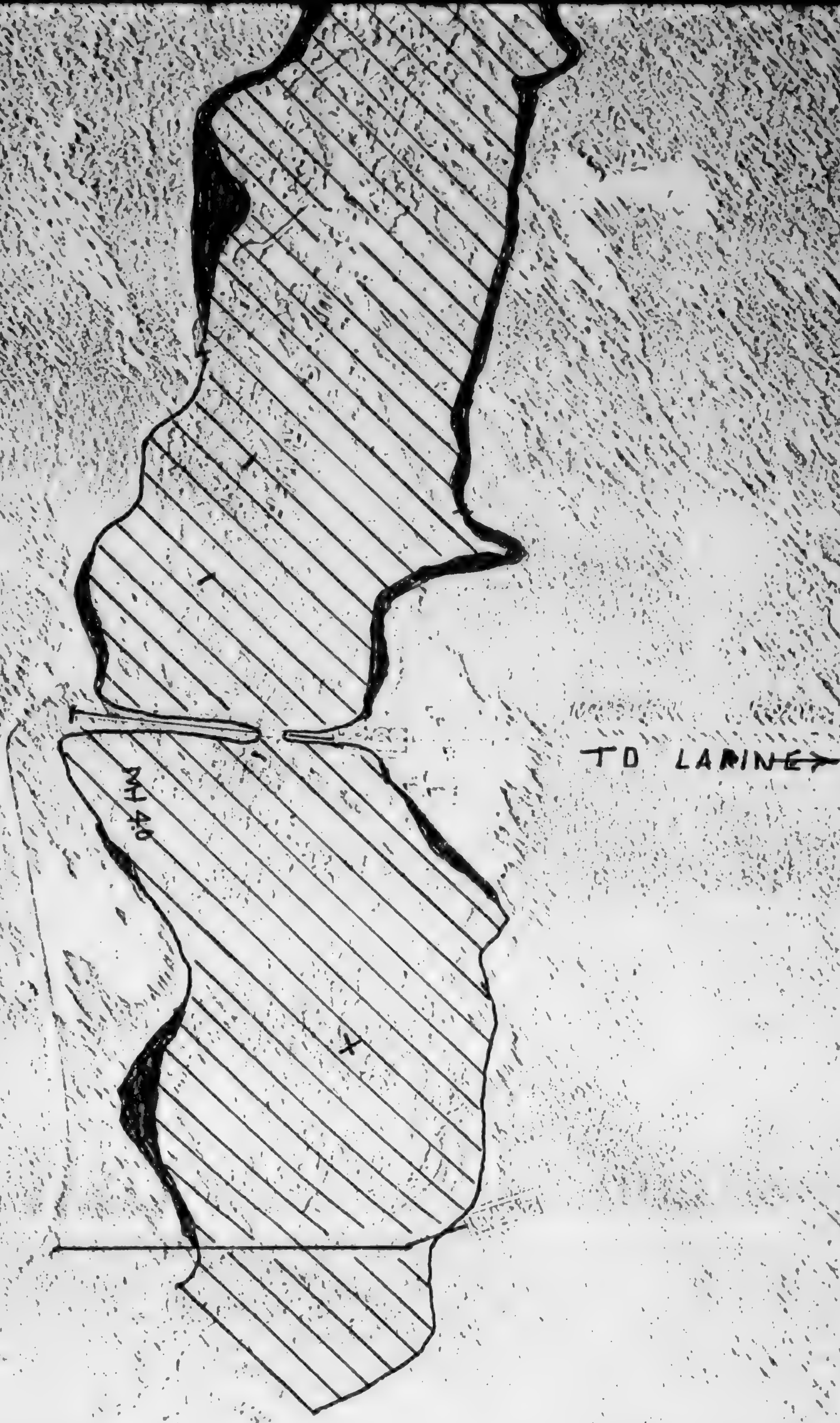
The only noise source in the entire project area is from motor vehicles. The only air contamination would be forest and yard burning and they would occur only during late fall and early spring months.. The area is natural due to stream, trees, grasses and open meadow areas.

There is a small telephone cable attached to the downstream side of the bridge, owned by Pacific Northwest Bell Inc. The primary employment in the area is forest oriented, consisting of logging, thinning and pole harvesting, and ranching.

There is a published December 1977 report entitled "Flood Plain Information; Little Deschutes River, LaPine, Oregon" that contains a picture of the present bridge at a 500-year flood stage. A copy of this report can be obtained at the Oregon Water Resources Department in Salem, Orego, and also at the Corps of Engineers, Portland District Office, Portland, Oregon.

See attached sheets for flood plain and record floods.


38.97
TO LARINE→
MI 4.0


TO LARINE
MH 40
X

LEGEND

OVERFLOW LIMITS:

▨ 100-YEAR FLOOD

■ 500-YEAR FLOOD

3.06 —— CROSS SECTION

M1-6 MILES ABOVE MOUTH

NOTES:

1. DATE OF PHOTOGRAPH, OCTOBER 1975
2. LIMITS OF OVERFLOW SHOWN MAY VARY FROM ACTUAL LOCATION ON GROUND AS EXPLAINED IN THE REPORT.
3. AREAS OUTSIDE THE OVERFLOW LIMITS MAY BE SUBJECT TO FLOODING FROM LOCAL RUNOFF.

SCALE IN FEET

0 500 1000

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
PORTLAND, OREGON
FLOOD PLAIN INFORMATION
LITTLE DESCHUTES RIVER
VICINITY OF
LAPINE, OREGON

FLOODED AREAS
DECEMBER 1977

PLATE 18

TABLE 2
TEN GREATEST RECORDED FLOODS IN ORDER OF MAGNITUDE ON LITTLE DESCHUTES RIVER NEAR LAPINE, OREGON
1924 - 1976

Order No.	Date of crest	Estimated Peak Discharge c.f.s.	Gage Heights Stage (a) feet	Gage Heights Elevation m.s.l.
1	December 25, 1964	3660	8.2	4201.0
2	June 13, 1950	1320	7.5	4200.3
3	May 9, 1956	1320	7.5	4200.3
4	April 29, 1952	1120	7.3	4200.1
5	November 25, 1953	1120	7.3	4200.1
6	February 5, 1963	1120	7.3	4200.1
7	June 8, 1974	1010	7.2	4200.0
8	April 22, 1943	985	7.1	4199.9
9	February 10, 1951	880	7.0	4199.8
10	May 17, 1949	872	7.0	4199.8

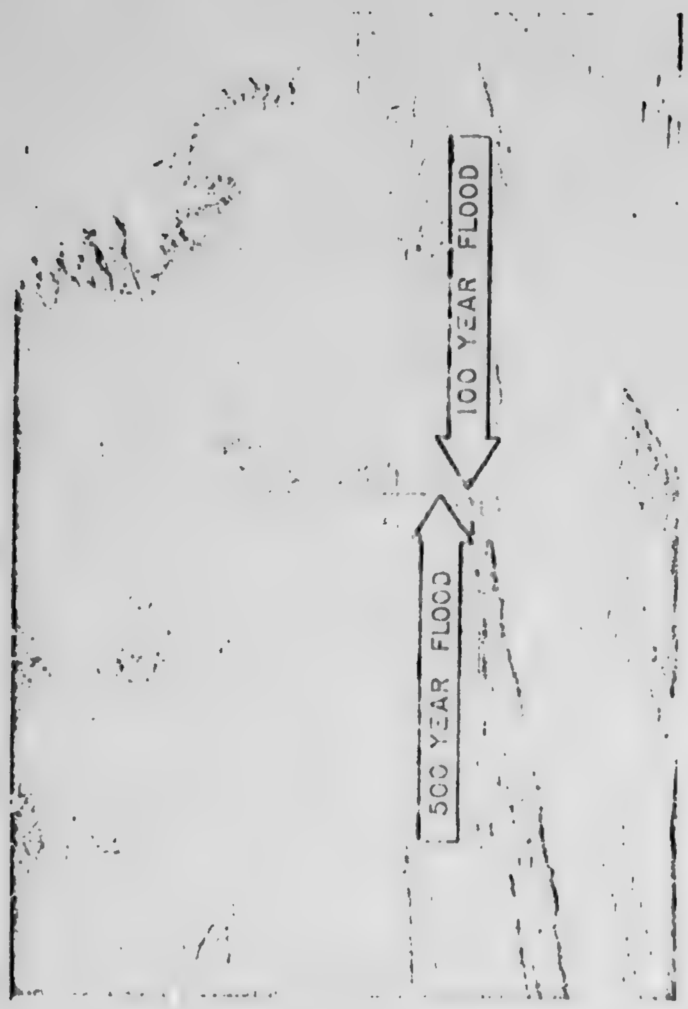
(a) *All stages based on Oregon State Water Resources rating Table No. 8 dated 29 December 1975; consequently, indicated stages may differ from observed data.*

EXPERIENCED AND POSSIBLE FUTURE FLOOD HEIGHTS

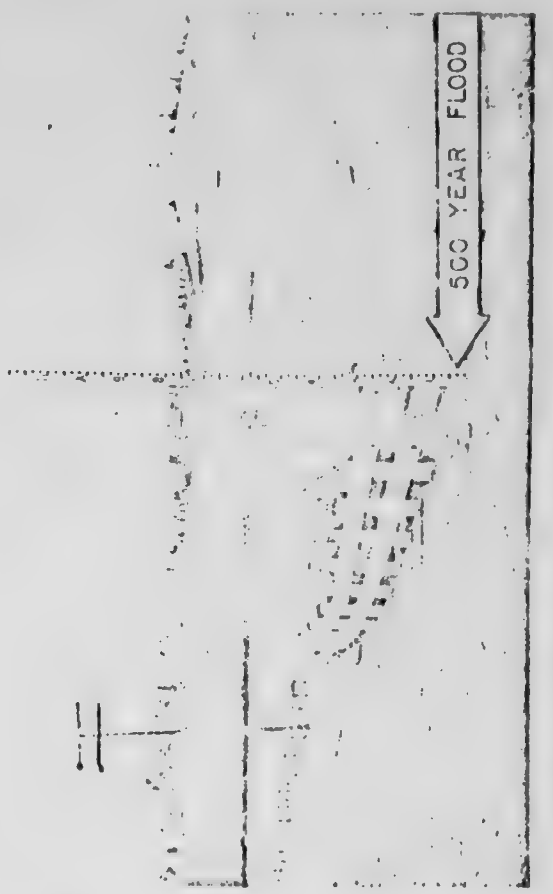
Elevation in Feet, Mean Sea Level, 1947 Adjustment

LOCATION	FLOOD of DEC. 1964	LARGE FLOOD (100-YEAR)	VERY LARGE FLOOD (500-YEAR)
LaPine State Park Bridge	4182.0	4180.3	4181.9
Burgess Bridge Near LaPine	4196.6	4195.9	4196.6
Masten Bridge Near County Line	4240.5	4238.6	4240.4

Inside are sketches which illustrate the horizontal and vertical relationships of flooded areas and a flooded area map from the report showing extent of both a 100-Year Flood and a 500-Year Flood.



POSSIBLE FUTURE FLOOD HEIGHTS ON THE LAZY RIVER RANCH SOUTH BRIDGE



Note: The 100-year Flood height is 1.1 feet below the 500-year Flood.

POSSIBLE FUTURE FLOOD HEIGHTS ON THE EAST APPROACH OF BRIDGE TO STEARNS RANCH

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

There are no right-of-way problems because this is an old established road and no new right-of-way is needed.

2. Estimated Impact on Traffic Patterns:

The traffic patterns will not change with a replaced bridge, but the potential congestion and accidents will be prevented.

Consequences--Air Quality, Noise, Safety, etc.:

There will be a great increase in safety with a new bridge of 38 feet instead of the present 18.9 foot roadway. Air quality and noise will not change because of the project.

3. Estimated Impact on Land Use:

The impact on land use will be a slow development of permanent homes and recreation homes, partially because of the better access provided by the new bridge, but mostly independent of the project.

Consequences:

The slow land development and homes will increase the number of motor vehicles using the new structure and an increase in recreational use is expected.

4. Expected Impact on Natural Ecological Resources:

There will be a minimal impact on the natural ecological resources during bridge construction as to bank disruption and natural vegetation because of wider abutments.

Consequences:

The bridge site bank disruption and natural vegetation will beal over within a year, and the native fauna will not be disturbed.

5. Expected Impact on Cultural and Scenic Resources:

No expected impact on cultural and scenic resources.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

Maintaining traffic flow during construction.

7. Potential for Controversial Issues:

It is believed that there will be no controversial issues.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No plans needed

b. Noise Standards

None

c. Water Quality Standards

The only standards that would have to be met are present fish commission stream and fish protection.

d. Area Land Use and Transportation Plans, and Zoning

Transportation, zoning and land use plans would not be subject to change because of bridge construction.

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: _____ 1 _____ 2 _✓_ 3 _____ 4

1981 Redmond S.C.L.-Whittemore 9288
Rd., N. Unit Sec. of The Dalles
Cal. Hwy. (Gr. & Pav.)

C&A 7532 – 6-2-81

9-8-83

#11 OSHD (Coulter) STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

5-2-83

REGION NO. 10	REPORT NO. 3	COUNTY Deschutes	DIVISION Oregon
DATE OF REPORT 5/2/83	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. F-4-2(11)
COMPLETION DATE 11/13/81	ACCEPTANCE DATE BY CONTRACT AGENCY 5/25/82	TIME ELAPSED 117 %	CONTRACT TIME 150 calendary days
APPROVED EXTENSIONS 18 calendar days	LOCATION From just north of the south city limits of the City of Redmond, southerly 1.6 miles on The Dalles-California Highway (FAP 4)		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

Info	FOR	REFER TO	6 '83
Inves			
R/D			
D/R			
Sign			
Act			
File			

RECEIVED
STATE HWY ENGR

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

REDMOND S.C.L.-WHITTEMORE RD. N. UNIT
THE DALLES-CALIFORNIA HIGHWAY
Grading & Paving

NOTED
W. E. SCHWARTZ

This project provided for the widening and paving of this 1.6 mile section of The Dalles - California Highway.

The contract provided for 150 calendar days to complete the work. The contractor used 175 calendar days and was granted and eighteen (18) day time extension. This left a total of seven (7) days remaining of liquidated damages. The final cost of the original contract items was $715,605.03. This is a 14.7 percent overrun of the original contract amount of $623,847. The final cost of the project including all changes and engineering was $807,749.83. The overrun of the original contract items is essentially due to the additional work done when the north end of the project was extended. This work was done under the unit bid prices for the respective items. The extension of the project was approved by a program change on May 12, 1981.

All participating work has been completed

All signing and striping has been completed.

A final inspection of the completed work was made on December 17, 1981.

***NOTE:** Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 5/5/83	TITLE Field Operations Engineer	DATE 5-5-83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9288

L.

June 9, 1982

Safeco Insurance Companies
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9288

Gentlemen:

On May 27, 1982, we wrote to you concerning release of final payment on Contract No. 9288 awarded to R. L. Coats for work on the Redmond S.C.L.-Whittemore Road, N. Unit Section of The Dalles-California Highway in Deschutes County.

Final payment on this contract is $1,033.34 and the total contract amount is $742,723.18. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
Dale Allen

9288. 6-2-82 file L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co. No. 9327	Arterial St. Overlay Proj. No. 2 (Portland) Multnomah County	May 12, 1982
Linnco Electric Co. No. 9259	Tualatin Valley Hwy. @ SW 219th Washington County	May 14, 1982
Douglas S. Coats, Inc. No. 9268	Klamath Strait Bridge Klamath County	May 17, 1982
Mocon Corp. No. 8747	NE Glisan St. U'Xing. Multnomah County	May 19, 1982
R. L. Coats No. 9288	Redmond SCL-Whittemore Rd. N. Unit Deschutes County	May 25, 1982
Baker Redi-Mix, Inc. No. 9321	Bensel Rd.-Hermiston Ditch Umatilla County	May 25, 1982
N. Santiam Paving Co. No. 9326	Alexandra Ave.-Hardcastle Ave. Marion County	May 27, 1982
Steeck Electric Co. No. 9279	Crater Lake Hwy. @ Lake of the Woods Hwy., Ave. "G" & Linn Rd. Jackson County	May 28, 1982
Linnco Electric Co. No. 9258	Pac.Hwy.W. @ Royalty Parkway Washington County	May 28, 1982
Hansen Electric Co. No. 9180	Beaverton/Tigard Hwy. @ Walker Rd. Intchge. Washington County	May 28, 1982

June 2, 1982

CT Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9288

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: REDMOND S.C.L. - WHITTEMORE ROAD

WEEK ENDING: February 20-82

SECTION PREFIX: 9-1025

HIGHWAY: THE DALLES - CALIFORNIA

COUNTY: DESCHUTES

NAME OF JOB: REDMOND S.C.L. - WHITTEMORE ROAD

KIND OF WORK: PAVING AND GRADING

CONTRACTOR: R.L. COATS

CONTRACT NUMBER: 9288

FEDERAL AID PROJECT NUMBER: F-4-2(11)

DATE OF CONTRACT: MAY 5, 1981

DATE WORK STARTED: MAY 8, 1981

ESTIMATED COMPLETION DATE: OCT 2 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 150 168

CALENDAR DAYS USED 175

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 104

PROJECT AUTHORIZATION: $757,552.35

Incr. Auth. 72 725.03

EXCLUSIVE OF ENGINEERING: ~~$697,482.12~~ 770 207.15

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: ~~$697,482.12~~ 742 168.87

ESTIMATED PERCENT: UNDERRUN 4 0 %

ENGINEERING AUTHORIZATION $60,070.23

ENGINEERING COST TO DATE $45000

PERCENT OF AUTHORIZATION 75 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

DATE PROJECT WAS COMPLETED: Nov 13-81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	NAT'L. PROD.		

	GRADING	CEMENT SURFACING	AGGR C.T.B. MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.6	1.6			1.6
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9,708cu.yds	28,500sq.yd	18,000 Ton		14,000 Ton
TOTAL QUANTITIES CORRECTED TO DATE	9,708cu.yds	28,500sq.yd	18,000 Ton		14,000 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	8328	29 022	18725		18440
AVERAGE DAILY QUANTITIES	0	0	0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0		0
NUMBER OF SHIFTS PER DAY	0	0	0		0
HOURS PER SHIFT	0	0	0		0

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		Project Completed
MONDAY		0		" "
TUESDAY		0		" "
WEDNESDAY		0		" "
THURSDAY		0		" "
FRIDAY		0		" "
		0		" "

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FEB 22 1982
CONSTRUCTION BRANCH
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Submitted Semi-final Estimate to Region

Final Weekly Report

SIGNED W. H. Robertson LOCATION Bend
OR 97708

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

9288

NARRATIVE REPORT
REDMOND S.C.L. - WHITTEMORE RD

9288 Hwy 4

2-19-82

FLAGMEN

The standard traffic control using flagmen (without pilot car) and traffic cones to separate work area from traffic. This works well when wider than two lanes. The paving on the South end of the project which is on two lanes ca long traffic lines until two way traffic could be resumed.

GENERAL EXCAVATION

The General Excavation was in lava rock and itn the old existing shoulder The contractor elected to temove all the material from the shoulder vertical cut along the pavement edge to remain. This increased the excavation quantities, increased the material to be hauled in for cement treated base did remove some large rocks tha was located in in the existing shoulder. of this material was suitable for treatment except for the large rock damages the mixing equipment.

AGGREGATE SHOULDER

Aggregate Shoulder material was of the same specification as the item for regate for treated base. This material came from a state gravel source was between Redmond and Bend. It consisted of small gravels and sand. erial did not compact nor remain compacted without water (see price 3), it was excellent for treatment although providing a poor top surface driveways and shoulders. The contractor provided 3/4-0 from his Desc Mix (Bend) stockpiles to key the top surface in the construction of driveway buses and in the shoulders.

CLASS "B" ASPHALT CONCRETE MIXTURE

Class 'B' Asphalt concrete in Mixture was extended to the North one half mile to overlay that section within curbs on the South part of one half mile to overlay that section within curbs on the South part of mond. Item was used also in paving a leveling course on the existing prior to the cement treatment. In some areas this leveling material in depth in order to obtain the proper super elevations on the A three line profile over the existing surface was used to determine depths of leveling. The wearing course was paved as per the travel thus a four ft. shoulder remained, which was paved via. a Layton spreader end dump trucks. This small paved area is somewhat more uneven than the lanes but is suitable. Since this project the contractor has lanes but is suitable. Since this project the contractor has the paving paver screed may be extended to include this four foot width the paving the outside twelve ft. travel lane.

B

Wil has letter of Authorization to extend project signed by Coulter & Hossner REM

CONCRETE INLETS TYPE B MODIFIED

The Type B Modified Concrete Inlet was not utilized on this project property owner selling his irrigation rights to the field on the East side the highway, thus item was not needed. This was determined after the pipe sions were constructed on the East-West pipe under the highway and the South pipe constructed along the West R/W line

See note ans. Hal's question

REFERRED TO

_____ Beard _____ Stoudenmeyer _____
_____ Cole ___ 1 Mann REM
_____ Eriksen _____ Watson _____
_____ Hager _____ Dorn _____ Leu _____
[✓ Return] Discuss Do File Due _____
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
___ Anderson ✓
2 Adams
___ Olson
___ Sullivan
___ Turpin
___ Trout
___ Wakerlig

RECEIVED
MAR 1 1982
ROAD DESIGN SECTION

Do Not File
Return To _____
Bring Up _____
Action _____

Con't

MAIL BOX POSTS

Mail Box Posts were installed as per plans, but when observed it appears to be in error with one box per post rather than a group of boxes.

CONSTRUCT INTERMITTENT TYPE "C" CURBS (PRICE AGREEMENT NO 2)

The Type 'C' Curbs was a anticipated item, Century West Engineering and the City of Redmond developed a access plan which was approved by all parties, after the contract was awarded. The curbs were staked as per the plan and constructed June 25 and 26, the property owners and rentors protested there location as soon as they were constructed..On July 1st the Region Engineer studied each location, making curb adjustments with the property owners. On July 6th some curb was removed (Price Agreement No. 5) and on September 10th some curb was extended. Prior to the last curb being constructed the project had been paved, thus payme for removing pavement was paid via Price Agreement No. 7.

SIGNING

The signing on this project was a anticipated iten (see Price Agreement No. 4 parts 1 through 7) covered the costs of this work. If at all possible these items should be covered in the contract items as we pay a premium price for Price Agreement work. The State furnished the NO PARKING signs . These sign were new and from a excess supply in Salem.

TIME EXTENSION

A time extension of 18 days was granted the contract. The contractor is protest the other 7 days of liquidated damages not granted and will submit a revised [illegible] (involving the signing) at a later date.

EQUIPMENT

The equipment used on the cement treated base was a Bomag MPH 100 mixer, Co [illegible] spreader and a Tampo vib-roller. The Asphalt mix was from a Cedar Rapids [illegible] spreader and a Tampo vib-roller. The mixture was hauled by bottom dump trucks to a Cedar Rapids [illegible] batch plant. The mixture was hauled by bottom dump trucks to a Cedar Rapids

with a pickup machine, compaction was obtained by two vib-rollers. A track [illegible] curb extruding machine was used on the 1st concrete curb construction and fo on the 2nd pour.

Central Oregon Irrigation Co. requested that a trash rack be constructed [illegible] inlet box on the siphon. The contractor wanted $540.00 in constructing th [illegible] the irrigation company advised that they would build a trash rack for $10[illegible] date this rack has not been constructed.

H H Robertson

2-19-82

Statement of Overruns and Underruns

Project : Redmond S.C.L.-Whittemore Rd. (N. Unit)
Highway : The Dalles-California
County : Deschutes

Contract No. : 9288
Profix : 9-1025
F. A. No. : F-4-2(11)

Item No.	Item	Unit	Original	Semifinal	(+-) %
		Summary			
	Bid Items	$	623,847.00	715,653.59	+ 15
	Anticipated Items	$	43,600.00	28,090.28	- 36
	Contingencies	$	30,035.12	-0-	
	Engineering	$	60,070.23	45,000.00	- 25
	Liquidated Damages	$	0	- 1,575.00	
	Incr. Proj. Auth.	$	(72 725.03)	(72,725.03)	
	Total	$	757,552.35 (830 277.38)	787,168.87	+ 4 (-5)

Individual Overruns and Underruns

All Substancial changes were evaluated and only those listed below meaningfully affected the total project cost.

Item No.	Item	Unit	Original	Semifinal	(+-) %
7	General Excavation Rock slopes were cut vertically.	Cu.Yd.	38,832.00	33,310.80	- [illegible]
10	Aggregate Shoulders Utilized : Aggregate for Treated Base.	Ton	12,000.00	7,501.98	[illegible]
16	Class "B" Asphalt Concrete Mixture North end of project extended.	Ton	126,000.00	165,959.10	[illegible]
17	Asphalt Cement in Mix. Same as 16 above.	Ton	156,800.00	219,606.24	+ [illegible]
P.A. #2	Constr. Intermintent Type "C" Curb Agreement with City of Redmond, OR.	Lin.Ft.	0	9,208.50	
.A. #3	Watering Needed to control dust during construction.	M/gal	0	4,964.00	
.A. #4	Reinstall, Move, Purchase Signs and Signposts Traffic information and control.	Each	0	14,001.64	

1288

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

January 11, 1982

CON 5 #9288

R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97701

NOTED
H.S. COULTER

RE: Time Extension Request
Redmond SCL - Whittemore Rd.
Contract No. 9288
F-4-2(11)

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 18 calendar days is granted due to work performed under Price Agreement No. 4 and due to additional work performed under the A.C. paving item. Additional time is not granted for the minor overrun in the cement treated base item.

There remains 7 calendar days of liquidated damages under this contract. Should you wish to submit additional data or to further review this matter, please contact Project Manager Robertson.

Sincerely,

C. T. Keasey

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:OBJ:cb

bc. H. S. Coulter ✓ (att. 1 letter)
D. Allen "
W. W. Robertson "
FHWA
Bob Church

RECEIVED
STATE HWY ENGR
JAN 12 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

Form 734-3123

FORM E-90X

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Bend, Oregon 97708

ASHE
CAE
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RECEIVED
DEC 17 1981
CONSTRUCTION
BRANCH

OM
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DATE December 8, 1981

TO Dale D. Allen
Regional Engineer

FROM W. W. Robertson
Project Manager

W W Robertson

SUBJECT Redmond S.C.L.- Whittemore Road
Contract No. 9288
Deschutes County

Find attached for your review contractors request for increase in number of workdays on subject project. Information pertaining to the request are as follows.

Date of Award	May 5, 1981
Date Began Work	May 6, 1981
Date Work Completed	Nov. 13, 1981
Time Expired	Oct. 19, 1981
Contract Time	150 Calendar Days
Excess Time Used.	25 Calendar Days
All paving completed	Sept 9, 1981

9/21 – 10/18	No work
10/19 – 10/21	Cleanup
10/22 – 10/26	No work
10/27 – 10/29	Sign installati PA #4
10/30 – 11/5	No work
11/6	Cleanup
11/7 – 11/12	No work
11/13	Guideposts

Contractors request for increase in workdays charged based on as follows.

No. 1. Permenant Signing.

The permenant signing which was a anticipated item that was initiated by Price Agreement No. 4 was implemented on August 12, 1981. This Price Agreement wosk was subcontracted to Coral Construction Co. whom ordered and installed as per project plans (revised May 5, 1981). Coral Construction Co. ordered these signs on September 2, 1981 and received them on October 28, 1981. The sign posts for the "No Parking" signs were ordered on August 28, 1981 and received on October 24, 1981. These "No Parking" signs were state furnished with the contractor furnishing the post and installing. The utilization of three days for installation of these signs and one day for travel from Portland, this office recommends four days increase in workdays.

No. 2. Extension of project.

The project limits were extended to the North by 2,050 lin. ft. which is the reason for the additional material. This office recommends a additional

(Con't)

five days to produce the aggregate and pave. The contractor paved short shifts rather than construct pavement joints.

No. 3. Cement Treated Base.

The additional Cement Treated Base was due to adjusting some taper sections, this would require an additional one day to haul and place the aggregate for treatment and one day to mix and compact. This office recommends two days increase in workdays.

No. 4. Patch Lift. (Not an item req'd by contract)

The contractor agreed to pave the patch lift prior to cement treatment in order that the cement treatment would match a uniform grade. This operation was a good construction practice that required four days to construct. This office recommends that these four days be allowed for increase in workdays.

In conclusion, based on the previous mentioned information this office recommends that a total of fiveteen calendar workdays be granted for increase in calendar workdays on this project.

OB Jackmond

Concur with Wil's recommendation - 15 day increase. This just covers the actual days used for extra work. Coats had plenty of time to complete the project within contract time, but he was busy on other work and just didn't get to the cleanup and misc items.

Bob Prol
12-16-81

1-8-82

CTK -

I concur with Region & Project Manager except that item 3 overrun of CTB should not be granted since the o'run was only 2%. Also, the workdays recommended should be expanded by 7/5 to accurately reflect calendar days. Time extension would then be 13 X 1.4 = 18 C.D.

7258

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 12-184 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 12/10/81	State Oregon County Deschutes Project Number F-4-2(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 14, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 737,689.00	$ 835,805.00
Federal funds	$ 650,494.00	$ 737,012.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of December, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon December 8, 1981

Federal Aid Project
No. F-4-2(11)

Redmond SCL-Whittemore Rd. N. Unit
The Dalles-California Highway
Deschutes County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
4-Lane Roadway (Sta. 6+40 to Sta. 90+00)

Subtotal of previous estimate of May 8, 1981	$449,041.00

Previous Estimate

Class "B" Asphalt Conc. Mix	9,500 Ton	9.00	$ 85,500.00
Asphalt Cement in Mix	543 Ton	196.00	106,428.00
			$191,928.00

Revised Estimate

Class "B" Asphalt Conc. Mix	14,500 Ton	9.00	$130,500.00
Asphalt Cement in Mix	814 Ton	196.00	159,544.00
			$290,044.00
		INCREASE	$ 98,116.00
		SUBTOTAL	$547,157.00
		Engineering	60,620.00
		TOTAL	$607,777.00

Type Code 6201
2-Lane (Sta. 90+00 to Sta. 122+00)

Total the same as previous estimate of May 8, 1981	$228,028.00

Length of 4-Lane Roadway ----------- 1.389 mi.
Length of 2-Lane Roadway ----------- 0.606 mi.
Cost of 4-Lane Roadway -------------$437,564.43
Cost of 2-Lane Roadway -------------$376,283.82

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
4-Lane Roadway	$607,777.00	$535,937.00	$71,840.00
2-Lane Roadway	228,028.00	201,075.00	26,953.00
	$835,805.00	$737,012.00	$98,793.00

Group 1 81% Group 8 19%
Contract No. 9288
Prefix: 9-1911
Prefix: 9-1025

Redmond S.C.L.-Whittemore Rd. N. Unit
(non participating-State Work)

Furnish and Install Mailbox Posts	20 Each	100.00	$2,000.00

9288

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
5-80		COUNTY DESCHUTES
	FEDERAL-AID PROJECT AGREEMENT 5-14-81	PROJECT NO. F-4-2(11)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Redmond S.C.L. - Whittemore Rd. N. Unit

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-8-81	1.610
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 737,689.00	$ 650,494.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By R. A. Wollberg
Assistant State Highway Engineer
(Title)
XX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator 5/14/81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon May 8, 1981

Federal Aid Project
No. F-4-2(11)

Redmond S.C.L. - Whittemore Rd., N. Unit
The Dalles-California Highway
Deschutes County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
4-Lane Roadway (Sta. 37+00 to Sta. 90+00)

Mobilization	72 %	All Required	$ 43,200.00
Temporary Protection and Direction of Traffic	63 %	All Required	3,780.00
Temporary Signs	323 Sq. Ft.	5.00	1,615.00
Temporary Barricades	9 Each	100.00	900.00
Flagmen	530 Hour	20.00	10,600.00
Removal of Structures and Obstructions	63 %	All Required	1,260.00
General Excavation	5,377 Cu. Yd.	4.00	21,508.00
Trench Excavation	44 Cu. Yd.	20.00	880.00
Finishing Roadbed and Slopes	59 %	All Required	2,360.00
Aggregate Shoulders	1,200 Ton	6.00	7,200.00
Cement Treated Base	21,500 Sq. Yd.	1.00	21,500.00
Cement for Treated Base	754 Ton	85.00	64,090.00
Aggregate for Treated Base	13,560 Ton	3.00	40,680.00
Asphalt in Chip Seal	23 Ton	200.00	4,600.00
Aggregate in Chip Seal	128 Cu. Yd.	20.00	2,560.00
Class "B" Asphalt Concrete Mixture	9,500 Ton	9.00	85,500.00
Asphalt Cement in Mixture	543 Ton	196.00	106,428.00
Asphalt in Tack Coat	12 Ton	200.00	2,400.00
12-inch Culvert Pipe	20 Lin. Ft.	10.00	200.00
18-inch Siphon Pipe	110 Lin. Ft.	20.00	2,200.00
Extra for Pipe Under Pavement	32 Lin. Ft.	10.00	320.00
Concrete Siphon Boxes	2 Each	500.00	1,000.00
Extra for Asphalt Approaches	39 Each	100.00	3,900.00
Delineators, Type 2	30 Each	15.00	450.00
			$429,131.00

Anticipated Items			
Permanent Pavement Striping	70 %	All Required	$ 1,260.00
Temporary Pavement Striping	70 %	All Required	350.00
Asphalt Cement Adjustment	70 %	All Required	17,500.00
On-the-job Trainee (1 @ $800)		All Required	800.00
			$ 19,910.00
		SUBTOTAL	$449,041.00
		Engineering	60,620.00
		TOTAL	$509,661.00

Type Code 6201
2-Lane Roadway (Sta. 90+00 to Sta. 122+00)

Mobilization	28 %	All Required	$ 16,800.00
Temporary Protection and Direction of Traffic	37 %	All Required	2,220.00
Temporary Signs	190 Sq. Ft.	5.00	950.00
Temporary Barricades	6 Each	100.00	600.00
Flagmen	310 Hour	20.00	6,200.00
Removal of Structures and Obstructions	37 %	All Required	740.00
General Excavation	4,331 Cu. Yd.	4.00	17,324.00
Trench Excavation	14 Cu. Yd.	20.00	280.00
Finishing Roadbed and Slopes	41 %	All Required	1,640.00
Aggregate Shoulders	800 Ton	6.00	4,800.00
Cement Treated Base	7,000 Sq. Yd.	1.00	7,000.00
Cement for Treated Base	246 Ton	85.00	20,910.00
Aggregate for Treated Base	4,440 Ton	3.00	13,320.00
Asphalt in Chip Seal	7 Ton	200.00	1,400.00
Aggregate in Chip Seal	42 Cu. Yd.	20.00	840.00
Class "B" Asphalt Concrete Mixture	4,500 Ton	9.00	40,500.00
Asphalt Cement in Mixture	257 Ton	196.00	50,372.00
Asphalt in Tack Coat	6 Ton	200.00	1,200.00
12-inch Culvert Pipe	50 Lin. Ft.	10.00	500.00
18-inch Culvert Pipe	128 Lin. Ft.	15.00	1,920.00
Concrete Inlets, Type "B" Modified	1 Each	500.00	500.00
Extra for Asphalt Approaches	24 Each	100.00	2,400.00
Delineators, Type 2	20 Each	15.00	300.00
			$192,716.00

Anticipated Items			
Permanent Pavement Striping	30 %	All Required	$ 540.00
Temporary Pavement Striping	30 %	All Required	150.00
Asphalt Cement Adjustment	30 %	All Required	7,500.00
			$ 8,190.00

SUBTOTAL	$200,906.00
Engineering	27,122.00
TOTAL	$228,028.00

Length of 4-Lane Roadway -------------- 1.004 mi.
Length of 2-Lane Roadway -------------- 0.606 mi.
Cost of 4-Lane Roadway -----------------$447,251.99
Cost of 2-Lane Roadway -----------------$376,283.82

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$ 10,000.00
Curb Work	All Required	5,500.00

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	State Funds
4-Lane Roadway	$509,661.00	$449,419.00	$ 60,242.00
2-Lane Roadway	228,028.00	201,075.00	26,953.00
TOTAL	$737,689.00	$650,494.00	$ 87,195.00

Group 1 81%; Group 8 19%
Contract No. 9288
Prefix 9-1911
Prefix 9-1025

Redmond S.C.L. - Whittemore Rd. N. Unit
(nonparticipating - State Work)

Furnish and Install Mailbox Posts	20 Each	100.00	$ 2,000.00

9-3-81

2.

#7287

STATE COPY

cy: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	**REPORT NO.** 1	**COUNTY** Deschutes	**DIVISION** Oregon
DATE OF INSPECTION 9-3-81	**INSPECTION MADE BY** David B. Carter, Area Engineer		**PROJECT NO.** F-4-2(11)

IN COMPANY WITH
W. Robertson, Resident Engineer, OSHD

RECEIVED
STATE HWY ENGR
OCT 1981
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

LOCATION
From just north of the South city limits of the City of Redmond, southerly 1.6 miles on The Dalles-California Highway (FAP 4).

CONTRACTOR NAME AND ADDRESS
R. L. Coats, 63285 Skyline Ranch Road, Bend, Oregon 97701

AWARD DATE May 5, 1981	**CONTRACT AMOUNT** $623,847.00	**TIME ALLOWED** 150 calendar days	**TIME STARTED** May 20, 1981	**WORK STARTED** May 8, 1981
QUALITY OF WORK Satisfactory	**PROGRESS OF WORK** Satisfactory	**TIME ELAPSED** 71	**WORK COMPLETED** 95	

REMARKS

REDMOND S.C.L.-WHITTEMORE ROAD, N. UNIT
THE DALLES-CALIFORNIA HIGHWAY
Grading and Paving

This project provides for the widening and overlay of this 1.6 mile section of The Dalles-California Highway. After the project was awarded, it was decided to extend the project northerly a distance of approximately 2,050 feet. This increased the project length to 1.995 miles and the contract cost by approximately $73,000. This addition to the contract was approved on May 22, 1981.

Price Agreement No. 2 provided for the addition of approximately 1,400 linear feet of Type "C" curbs to the project at a cost of approximately $9,800. This work had not previously been included in the plans. The curb placement was coordinated with City of Redmond to comply with their planning goals and objectives in this area. After some curbing had been placed, it was necessary to make some adjustments to curbs which had already been placed. These changes were made to reflect current use rather than long range planning needs. The adjustments were necessary, and could not have been foreseen, and are considered to be eligible project costs.

The paving was complete at the time of this inspection. The asphalt

(continued)

concrete mix was produced from the Contractor's commercial batch plant located in the Bend area. The Resident Engineer indicated that the project will have approximately 15 percent of material out of specifications and, so, a penalty may or may not be assessed. A review of the record tests (numbers 1 thru 16) for the concrete asphalt mix indicates the compaction of the asphalt concerete mix is within substantial conformance with the specifications. Test No. 14B is the only failing test with a reported laboratory retest of 90.6. The average of the 16 tests was 93.6.

The completed paving has a good ride and appearance.

#7288

L.

Re: South City Limits Redmond -
Whitemore Rd

CITY OF REDMOND
DESCHUTES COUNTY, OREGON

OFFICE OF THE MAYOR
P.O. BOX 356
REDMOND OREGON 97756
(503) 548-8104

RECEIVED
STATE HWY ENGR
JUL 10 '81
REFER TO
FOR
Info	Invest	R/D	D/R	Sign	Act	File

July 2, 1981

NOTED
H. S. COULTER

ROE RCE PLA FAE
RTE RECEIVED GEO
RUE JUL 6 1981 RDE
RSO REGION 4 RBE
ASSIGNED________

Senator Fred Heard
Senate President
S223 State Capitol Building
Salem, OR 97310

Dear Fred:

I understand that there was a little panic in Redmond last Thursday and Friday about some curbs that the State Highway Division had installed.

We are fortunate in having $1,000,000 in state funding to extend the four-lanes on Highway 97 for about a mile south of the existing four lanes between Redmond and Bend. Luckily, the bid for this project came in somewhat under expectations, and we added curbs with some of the extra money.

We, in Redmond, are in a transition period. The people affected have been parking and entering and exiting the highway anywhere they choose and in any fasion they pleased. Of course, this could not continue.

I assure you that we will work the matter out to everyone's satisfaction - the property owners', the tenants' the city's, the contractor's and the State Highway Division's.

We appreciate the concern shown by your office when they were called concerning this matter.

Sincerely,

Sam Johnson
Mayor

cc Scott Coulter;
We have resolved this issue to everyones satisfaction for now.
Dale

SSJ:lj
CC: Mr. Robert L. McWilliams, City Manager
Mr. Dale Allen, Region Engineer, State Highway Division

Thanks, Dale! Dan

COPY

#1248 FILE: MAT L.

STATE OF OREGON

INTEROFFICE MEMO

TO: Dale Allen
Region Engineer

DATE: June 26, 1981

FROM: John C. Jenkins
Engineer of Materials
by
James E. Wilson, Jr.
Asst. Engineer of Materials

Subject: Asphalt Concrete Test Section
with Chem-Crete Modified Asphalt

RECEIVED
STATE HWY ENGR
JUN 26'81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Ed Hunter has asked that arrangements be made for paving a test section of asphalt concrete on a 1981 contract project using Chem-Crete modified asphalt. Since the asphalt modification is more effective in pavements subjected to temperature extremes on a reasonably heavy traveled roadway, we have suggested the Hackett Drive-Crescent project or the Redmond S.C.L.-Whittemore Road, N. Unit as an alternate. Since the Chem-Crete supplier has indicated that Witco can supply the modified asphalt for the test section, arrangements with the contractor by your office are needed.

Chem-Crete asphalt is a high strength modified asphalt specially processed and refined under patented procedures. The supplier claims that use of the asphalt doubles the stability of paving mixes, reduces creep of asphaltic concrete, improves fatigue life, improves asphalt-aggregate adhesion, increases durability by reducing oxidation, and improves temperature susceptibility or low temperature properties of the asphalt. Several agencies have used the material in paving and there are some mixed opinions at this time as to the extent of benefits.

For use of the material on the project, it is planned that a 20 ton truckload of modified asphalt will be used in the mix for an approximate 1500 foot wearing surface test section. The modified asphalt will need to be ordered by the contractor from their asphalt supplier - Witco in Klamath Falls, Don Carson (phone 884-8872). Witco will blend two tons of Chem-Crete concentrate with their asphalt during loading of a 20 ton load for delivery to the project. The asphalt supplier will need at least three days notice to obtain the concentrate from the Chem-Crete Corporation, John Leonard, in Menlo Park, California (phone 415-854-6202). Cost of the two tons of concentrate has been quoted at $3000.

When the truckload of Chem-Crete modified asphalt is delivered to the project, it will be necessary that the material be pumped directly from the truck to the paving plant or into an empty tank and then to the paving plant. Mixing, handling and paving, using the modified asphalt should be the same as with unmodifed asphalt. The location of the test section will need to be well referenced and we would like to be notified when the paving will occur to observe the paving and obtain samples.

JEW:gs

cc: H. S. Coulter
C. T. Keasey
E. S. Hunter
D. O. Christensen
Dave Glenn
Will Robertson
Gordon Beecroft
John Leonard
Don Carson

#7588 6-22-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-2(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10045

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/22/81

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:
North Unit Redmond SCL - Whittmore Road Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of June 12, 1981 I approve the revised Preliminary Engineering Costs to a TEC of $29,800 Federal Funds $26,268.

(Increase TEC $8,300 Federal Funds $7,316)

RECEIVED
STATE HWY ENGR
JUN 26 '81
REFER TO Moehring
FOR
Info	Invgt	R/D	D/R	Sign	Act	File

mig
6/26

14. DATE 6/22/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

L.

#7288

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.: PRO 6

DATE: June 4, 1981

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Extension of Project Limits and Cost

AGENDA
JUN 18 1981

1A-8

#9288

On the consent calendar for the June 18 meeting will be a request to extend the limits of a resurfacing contract and overrun the project authorization.

The project is on The Dalles-California Highway south from Redmond. The proposed extension is to overlay 0.4 mile north from the present project limits. The area is badly alligatored and in need of an overlay. It was originally considered for inclusion in this project but was deleted to keep the estimated cost under the programmed $1 million. The proposed extension would add 9.6 percent to the project authorization but would still be 17 percent under the originally programmed amount.

se
72,725^{03}

I recommend your approval and request authorization to sign the necessary agreements for and on your behalf.

KO:bkc lb

bc F. B. Klaboe
R. W. Gormsen
E. S. Hunter
D. D. Allen
D. H. Moehring
C. T. Keasey
W. J. Hart
J. H. Versteeg
V. E. Skoog
E. L. Johnsen

Form 734-3123

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.

June 3, 1981

PRO 6-2

TO: H.S. Coulter
State Highway Engineer

D E Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Request for Project Extension
Redmond S.C.L.-Whittemore Road
The Dalles-California Highway
Contract No. 9288
FAP No. F-4-2(11)

We have received a request from C.T. Keasey to extend the subject project 0.39 mile to the north. The area of proposed extension is a 78 ft. wide 5 lane section that is badly alligatored. It was originally considered in this project but was deleted to keep the estimated cost within the programmed one million dollars. The project was awarded last month with a net authorization of $757,600. The extension, if approved, would add $73,000 for an overrun of 9.6%.

We have FHWA concurrence and have drafted a letter to the Transportation Commission for your use.

KO:bkc
Attachment

9288

L.

June 2, 1981

Mr. Tom Walsh, Vice Chairman
Oregon Transportation Commission
3015 SW First Avenue
Portland, OR 97201

ORG 5

MISC. CONTRACTS and
AGREEMENTS No. 2532

Dear Mr. Walsh:

Please sign the attached Confirmation Report of Action Taken Under Delegated Authority and return to me in the envelope enclosed.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

9288

5-22-81

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-2(11)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10045

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/22/81

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:

N. Unit Redmond S.C.L. - Whittemore Road Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's 5/15/81 letter I approve the program change as follows:

1) Project Location: Change to read "US 97, 1.0 mi. N. of SCL Redmond, S 2.0 mi.

2) Miles: Change to read "1.995".

Also as requested, I approve the revised Construction costs to a TEC $810,689 Federal Funds $714,865.

(Increase TEC $73,000 Federal Funds $64,371)

Orig-to:
6-2-81

RECEIVED
STATE HWY ENGR
JUN 2'81
REFER TO
FOR
Info Invest Sign Act File

14. DATE 5/22/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9288

L.

CON 5

DATE: May 21, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
F-4-2(11)

Contract 9288, Work Started May 6, 1981

Project Redmond SCL-Whittemore Rd., N. Unit

Highway The Dalles-Calif.

County Deschutes

RDC:mk

cc: R. D. Church

9288

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

May 15, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 10045
Project No. F-4-2(11)
N. Unit, Redmond SCL-Whittemore Rd. Sec.
Deschutes County
Contract No. 9288

I request approval of a program change to extend the "Beginning of Project" (the northerly limits) northerly a distance of approximately 2,050 feet, to engineer's station 16+50, requiring modifications of the PR-1 form as follows:

1) Project Location: Change to read "US 97, 1.0 mi. N. of SCL Redmond, S 2.0 mi.

2) Miles: Change to read "1.995".

The contractor has indicated that the additional work will be done at present contract unit bid prices; therefore, it is estimated the additional cost will add approximately $73,000 to the contract.

Upon your approval of this program change the construction Division will negotiate terms with the Contractor and forward the proper documents under separate action.

JLG:bkc

cc: C.T. Keasey
Dale Allen (Region 4)
General Files

9288

2.

AGR 4

5-14-81
~~April 16, 1981~~

Jack Cartwright
Utility Engineer

Robert W. Cormsen
Commission Services

Construction Agreement
Central Oregon Irrigation District
Redmond SCL-Whittemore Road, North Unit Section
The Dalles-California Highway
Deschutes County

Attached are four copies of the above agreement that have been approved by the State Highway Engineer. They are ready to be forwarded to the District for their approval.

When the agreement has been fully executed, please return one copy to this office for our files.

dmc
Attachments

5/13/81 note to Cartwright of status

5/14/81 per Cartwright - When agree. sent to COID for signing they made some revisions so this will not be finalized - A new agree. will be forthcoming with a new approval date.

Fran

STATE OF OREGON

INTEROFFICE MEMO

DATE: March 30, 1981

TO: J. B. Boyd
Right of Way Manager

Jack M Cartwright
FROM: Jack M. Cartwright
Utility Engineer

SUBJECT: Construction Agreement
Central Oregon Irrigation District
Redmond SCL-Wittemore Road, North Unit Section
The Dalles-California Hwy.
Deschutes County

Here are four copies of an Agreement between the Oregon Transportation Commission and Central Oregon Irrigation District which covers the reconstruction of the District's facilities required to accomodate construction of the subject project.

The State will, as part of its construction project, (1) remove two siphon boxes and 56-feet of 18-inch culvert pipe at Station 84+22; and (2) construct two concrete siphon boxes, construct timber covers for siphon boxes, install 110-feet of 18-inch siphon pipe, and install trash protection at inlet siphon box.

The existing District facilities at Station 84+22 were constructed prior to construction of the highway, therefore, the cost of reconstructing the District's facilities is reimbursable.

The Agreement is being submitted for your approval and forwarding to the State Highway Engineer for his approval. Please return all four copies to this office for forwarding to the District for their approval.

JMC/vlw

cc: R. O. Havig

APPROVED
Date 3/30/81
J B Boyd
Manager
Right of Way Section
Dept. of Transportation

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAR 30 1981
☐ M ☐ AM ☐ ADM ☐ ABR ☐ CA ☐
☐ PMS ☐ AS ☐ CE ☐ CS ☐ TA ☐
☐ O

9288

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STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #9288

TO: D. H. Moehring, Project Management
Assistant State Highway Engineer

DATE: May 12, 1981

FROM: C. T. Keasey, Construction/Materials
Assistant State Highway Engineer Keasey

SUBJECT: Request for Project Extension
Redmond S.C.L.-Whittemore Road
FAP No. F-4-2(11)
Contract No. 9288

Attached is a request from Region Engineer Dale Allen to extend the subject project northerly a distance of approximately 2,050 feet to Sta. 16+50.

This badly alligatored 78 ft. wide section was originally considered in this project but was deleted in order to keep the estimated cost within the programmed amount.

The contractor has indicated that he is willing to do this additional work at his contract unit bid prices.

A program change with the FHWA will be required to receive federal aid on this extension. This project was programmed for $1 million and the successful low bid (R. L. Coats) was $623,847.

If funds are available and with approval of a FHWA program change, approval of this extension is requested. With approval, a Price Agreement and a Request for Additional Authorization will be prepared and submitted.

CTK:fr

Att.

cc: H. S. Coulter
E. S. Hunter
Dale Allen

RECEIVED
STATE HWY ENGR
MAY 13 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

925

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: FILE

DATE: April 20, 1981

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 30, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 30, 1981 on the following projects:

1. Meacham Rock Production
   Umatilla and Union Counties
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Wallowa Lake Hwy @ Monroe Avenue (La Grande)
   Union County
   Traffic Signals

   Same as No. 1.

3. Beaverton-Tualatin Hwy @ S.W. Locust Street
   Washington County
   Traffic Signals

   Same as No. 1.

4. Powder River (Beaver Creek Road) Bridge
   Beaver Creek Road, Baker County
   Structure

   Twenty-eight-foot roadway on sturcture and approached. Aggregate surfacing on approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Contains
Recycled
Materials
81-125-1387

SP*75683

5. Oswego Highway @ Cedaroak Drive and Hidden Springs Road
West Linn, Clackamas County
Traffic Signals

Six-foot bike lanes, right and left will be constructed on this project.

6. S. Bank Chetco River Rd. U'Xing @ Oregon Coast Highway
FAS A301, Curry County
Grading and Paving

Six-foot shoulders will be provided for bicycle and pedestrian traffic.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

7. Deschutes River (Twin Bridges Road) Bridge
Deschutes County
Structure

Thirty-two-foot roadway. Aggregate surfacing on approaches.

Same as No. 4.

8. Little Deschutes River (Masten Road) Bridge
Deschutes County
Structure

Thirty-two-foot roadway of which twenty-eight feet are paved.

Same as No. 6.

9. Redmond S.C.L.-Whittemore Road, N. Unit
The Dalles-California Highway, Deschutes County
Grading and Paving

Six-foot bike lanes, right and left, to be constructed on this project.

10. 28th Avenue-34th Avenue (Eugene)
Hilyard Street, Lane County
Grading, Paving and Appurtenances
Sidewalks, Bikeway Sidewalks and Independent Bikeway and Bike Shelters to be constructed on this project.

11. "S" Curve (Woodburn)
Hillsboro-Silverton Highway, Marion County
Grading and Paving.

Four-foot shoulders and a five-foot sidewalk ae available for bicycle and pedestrian traffic.

12. Willamette River (Marion Street) Bridge (Salem)
Willamina-Salem Highway, Polk and Marion Counties
Structure.

A ten-foot independent bikeway will be constructed on this project.

13. N. Yamhill River (Oak Ridge Road) Bridge
Yamhill County
Structure.

Twenty-eight-foot roadway on structure and approaches.

Same as No. 6.

14. Lake-Harney County Line Rock Production
Central Oregon Highway, Harney County
Aggregate Crushing

Same as No. 1.

HSC:RS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9288

4-8-81

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-4-2-(11)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA, Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10045

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

orig to
4-16-81

RECEIVED
STATE HWY ENGR
APR 16 '81
REFER TO [illegible]
FOR

Info	Inves	R/D	O/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE
4/8/81

8. FEDERAL ROUTE NUMBER
Primary 4

9. STATE ROUTE NUMBER
Primary 4

10. GENERAL LOCATION:
Redmond S.C.L. - Whittemore Road - North Unit

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Permanent and Temporary
Pavement Striping S.F. $2300
Asphalt Cement Adjustment $25,000
On-the-job Training $800

13. REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's April 6, 1981 request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,025,100, Federal funds $903,900.

A signed copy of the Title Sheet is returned herewith.

(Increase TEC $75,100 - Federal funds $66,200)

14. DATE
4/8/81

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hosser

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9288

4

TRA 7

STATE OF OREGON

INTEROFFICE MEMO

TO: D. N. Stoudenmeyer
Design Engineer Supervisor

DATE: April 6, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Approved Sign Study Plans
Redmond SCL-Whittemore Road
N. Unit Section
The Dalles-California Highway
Deschutes County

Attached are two prints of the approved sign study plans for the above-named section.

Please proceed with the contract sign plans.

L. E. George
Traffic Engineer

ELS:er

Attachments

cc: D. D. Allen
R. L. Lammert
F. T. Lacey

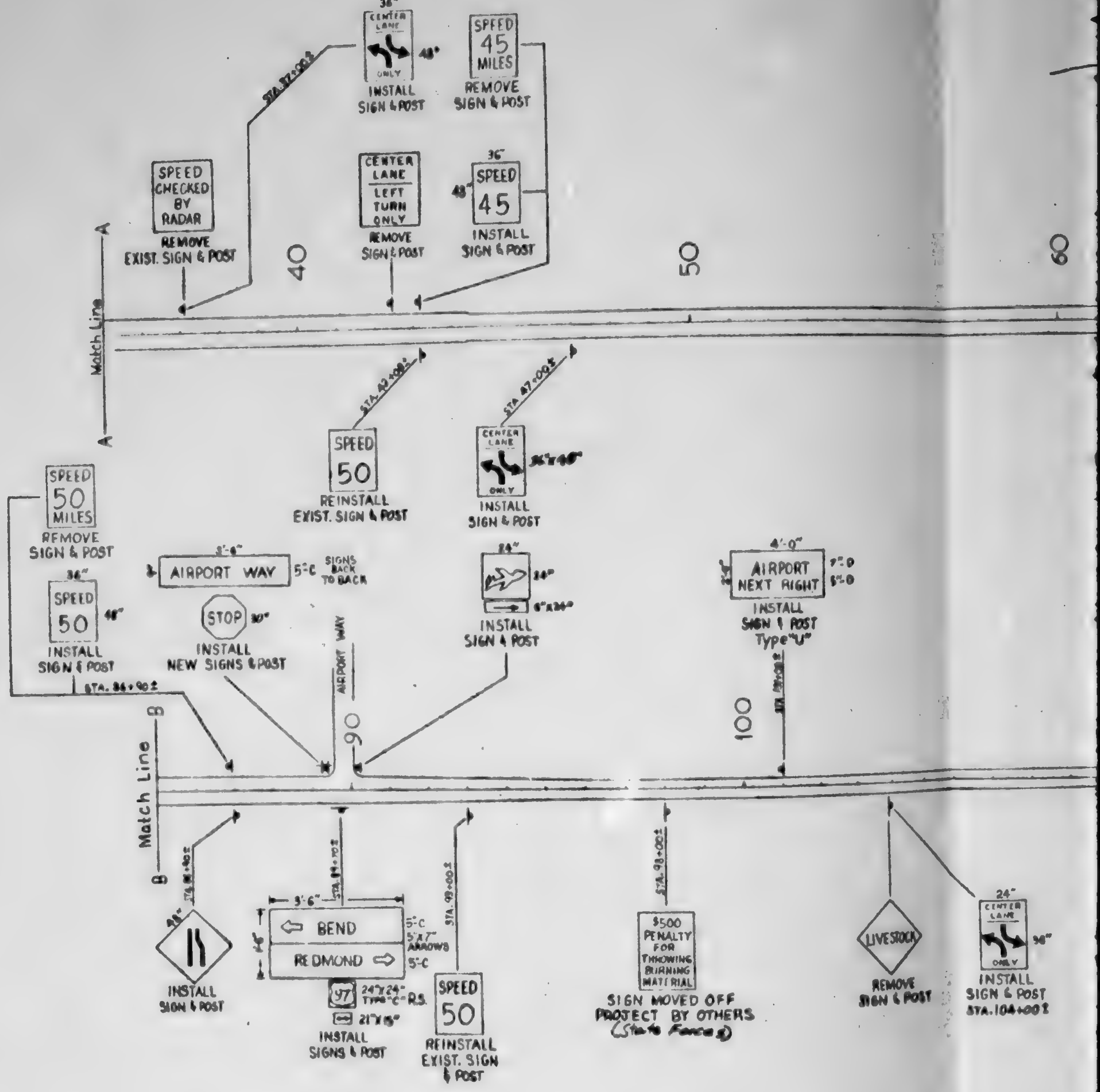
REFERRED TO
2 Beard ____ Stoudenmeyer ____
____ Cole ____ Mann ____
____ Eriksen ____ Watson ____
____ Hager ____ Dorn ____ Lau ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER
1 plan kept by Beard

____ Versteeg ____
____ Anderson ____
1 Christensen ____
____ Olson ____
____ Sullivan ____
____ Terpin ____
____ Trout ____
____ Wakerlig ____

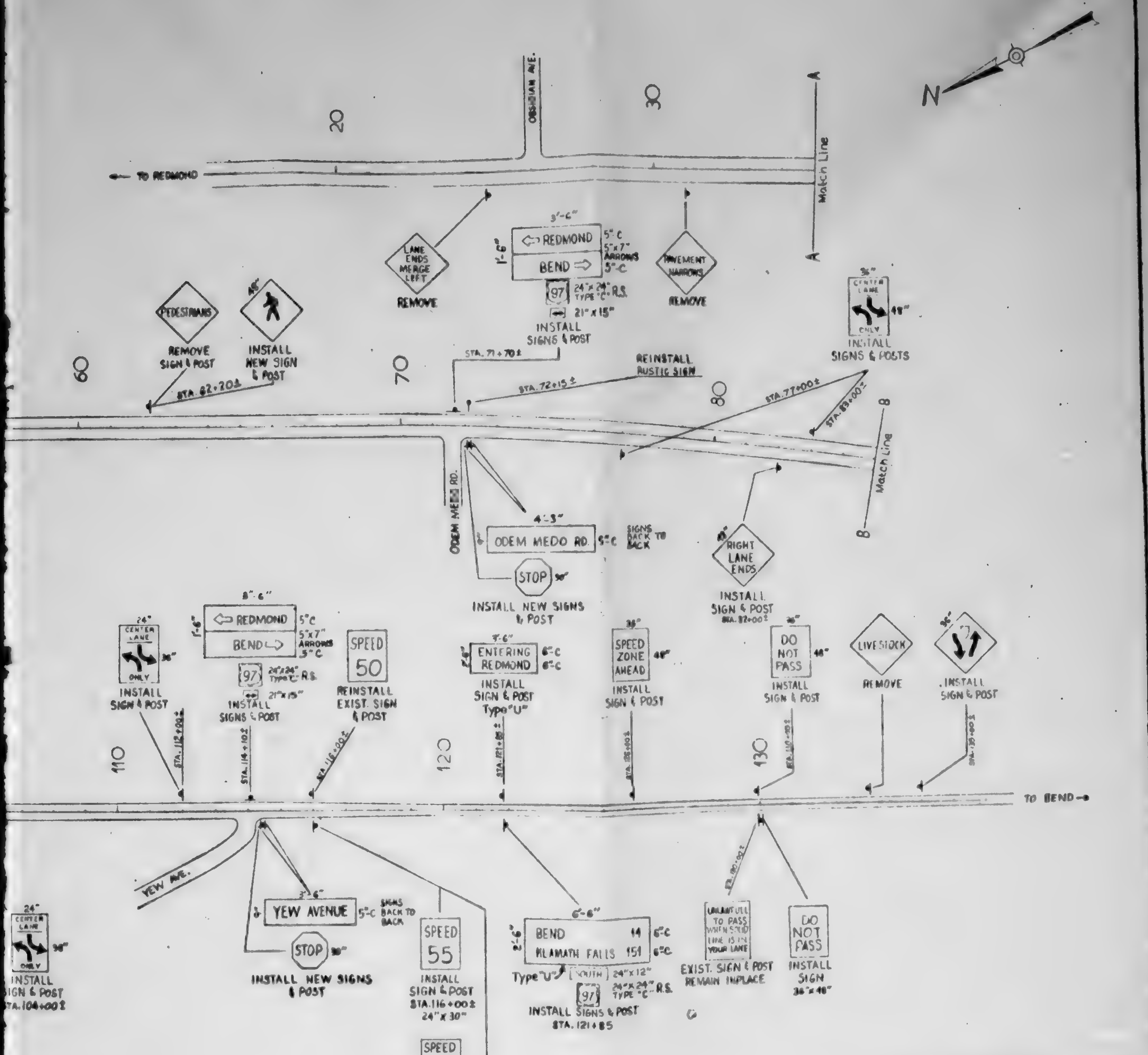
RECEIVED
APR 07 1981
ROAD DESIGN
SECTION

Do Not File ☐
Return To ____
Bring ____
Action ____

NOTE: Signs not shown to remain inplace.



36"
CENTER LANE ONLY
48"
INSTALL SIGN & POST
STA. 37+00±
SPEED 45 MILES
REMOVE SIGN & POST
SPEED CHECKED BY RADAR
REMOVE EXIST. SIGN & POST
CENTER LANE LEFT TURN ONLY
REMOVE SIGN & POST
36"
48"
SPEED 45
INSTALL SIGN & POST
40
50
60
A
Match Line
A
STA. 42+00±
SPEED 50
REINSTALL EXIST. SIGN & POST
STA. 47+00±
CENTER LANE ONLY
36"x48"
INSTALL SIGN & POST
SPEED 50 MILES
REMOVE SIGN & POST
3'-6"
AIRPORT WAY
5"-C
SIGNS BACK TO BACK
36"
SPEED 50
48"
INSTALL SIGN & POST
STOP
30"
INSTALL NEW SIGNS & POST
24"
24"
6"x24"
INSTALL SIGN & POST
4'-0"
AIRPORT NEXT RIGHT
7"-D
5"-D
INSTALL SIGN & POST Type "U"
STA. 84+90±
AIRPORT WAY
B
Match Line
B
90
100
STA. 86+40±
48"
INSTALL SIGN & POST
STA. 89+70±
3'-6"
BEND
REDMOND
5"-C
5"x7" ARROWS
5"-C
97
24"x24" TYPE "C" R.S.
21"x15"
INSTALL SIGNS & POST
STA. 93+00±
SPEED 50
REINSTALL EXIST. SIGN & POST
STA. 98+00±
$500 PENALTY FOR THROWING BURNING MATERIAL
SIGN MOVED OFF PROJECT BY OTHERS (State Forces)
LIVESTOCK
REMOVE SIGN & POST
24"
CENTER LANE ONLY
36"
INSTALL SIGN & POST STA. 104+00±


N
OBSIDIAN AVE.
20
30
TO REDMOND
Match Line
A
A
LANE ENDS MERGE LEFT
REMOVE
3'-6"
1'-6"
REDMOND
BEND
5" C
5"x7" ARROWS
5" C
97
24"x24" TYPE "C" R.S.
21" x 15"
INSTALL SIGNS & POST
PAVEMENT NARROWS
REMOVE
PEDESTRIANS
REMOVE SIGN & POST
48"
INSTALL NEW SIGN & POST
STA. 62+70±
60
70
STA. 71+70±
STA. 72+15±
REINSTALL RUSTIC SIGN
80
CENTER LANE ONLY
36"
48"
INSTALL SIGNS & POSTS
STA. 77+00±
STA. 83+00±
8
8
Match Line
ODEM MEDO RD.
4'-3"
ODEM MEDO RD.
5" C
SIGNS BACK TO BACK
STOP
30"
INSTALL NEW SIGNS & POST
RIGHT LANE ENDS
INSTALL SIGN & POST
STA. 82+00±
8'-6"
1'-6"
REDMOND
BEND
5" C
5"x7" ARROWS
5" C
97
24"x24" TYPE "C" R.S.
21" x 15"
INSTALL SIGNS & POST
24"
CENTER LANE ONLY
36"
INSTALL SIGN & POST
SPEED 50
REINSTALL EXIST. SIGN & POST
7'-6"
2'-6"
ENTERING REDMOND
6" C
6" C
INSTALL SIGN & POST
Type "U"
36"
SPEED ZONE AHEAD
48"
INSTALL SIGN & POST
36"
DO NOT PASS
48"
INSTALL SIGN & POST
LIVESTOCK
REMOVE
36"
INSTALL SIGN & POST
STA. 112+00±
STA. 114+10±
STA. 116+00±
STA. 121+85±
STA. 125+00±
STA. 130+00±
STA. 135+00±
110
120
130
TO BEND
YEW AVE.
3'-6"
YEW AVENUE
5" C
SIGNS BACK TO BACK
STOP
30"
INSTALL NEW SIGNS & POST
24"
CENTER LANE ONLY
36"
INSTALL SIGN & POST
STA. 104+00±
SPEED 55
INSTALL SIGN & POST
STA. 116+00±
24" X 30"
SPEED 55 MILES
REMOVE SIGN & POST
6'-6"
2'-6"
BEND 14
KLAMATH FALLS 151
6" C
6" C
Type "U"
SOUTH
24"x12"
97
24"x24" TYPE "C" R.S.
INSTALL SIGNS & POST
STA. 121+85
STA. 130+00±
UNLAWFUL TO PASS WHEN SOLID LINE IS IN YOUR LANE
EXIST. SIGN & POST REMAIN INPLACE
DO NOT PASS
INSTALL SIGN
36" x 48"

Gerald G. Knippel
CITY APPROVAL

9/17/81
DATE

SIGNING PROJECT

REDMOND SCL ~ WHITTEMORE RD., N. UNIT SEC. THE DALLES-CALIFORNIA HIGHWAY (US 97) DESCHUTES COUNTY			
Action	Date	Signature	Title
Submitted	3-6-81		Traffic Control Engr.
Approved	3-9-81	G. J. Lacey	Sign Engineer
"	4/1/81		Traffic Engineer
"			Asst. Hwy Engr.
Accepted	4/2/81	G. K.	FHWA

9287

4

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR ✓ 3/31/81
Donald L Rout

Bill

April 30, 1981 Bid Letting ____________ All Clear Deadline

SECTION Redmond SCL-Whittemore Rd.
Highway the Dalles-California (4)
County Deschutes Region 4
Type of Work O'Lay-Widen Funds FA
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

Const Noise

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒				
Negative Declaration	☒				
Project Assessment		☒			☒
Write-off Letter	☒				

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒				
D.O.G.M.I.		☒			☒
Corps of Engineers	☒				
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey		☒			☒
Cultural Salvage	☒				

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study		☒			☒

9288

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97701

March 26, 1981

In Reply Refer to
File No.:

James B. Dixon
Northwest Commercial, Inc.
454 Highland Drive
Medford, OR 97501

NO TO
E. S. HUNTER

RE: Yew Avenue
Redmond SCL-Whittemore Road Section
The Dalles-California Highway, Deschutes County

Dear Jim:

Enclosed are alternate designs for various ways of connecting Yew Avenue to US 97 if a grade separation structure is built.

I have been advised that the full diamond layout (large map) would not be appropriate at this location. There were access problems identified with the ramps and the same basic capacity could be accomplished with Alternates A through D.

It would appear Plan "C" would be the most appropriate since this would minimize the travel distance from Redmond. The ramp loops shown are the minimum size and could be increased to any larger size to obtain better utilization (development) within the loops. All designs require right turn off and right turn on to US 97. This would be controlled by signing or a raised island in the median.

Please advise if additional information is required.

Dale D. Allen
Region Engineer

DA:mr
encl

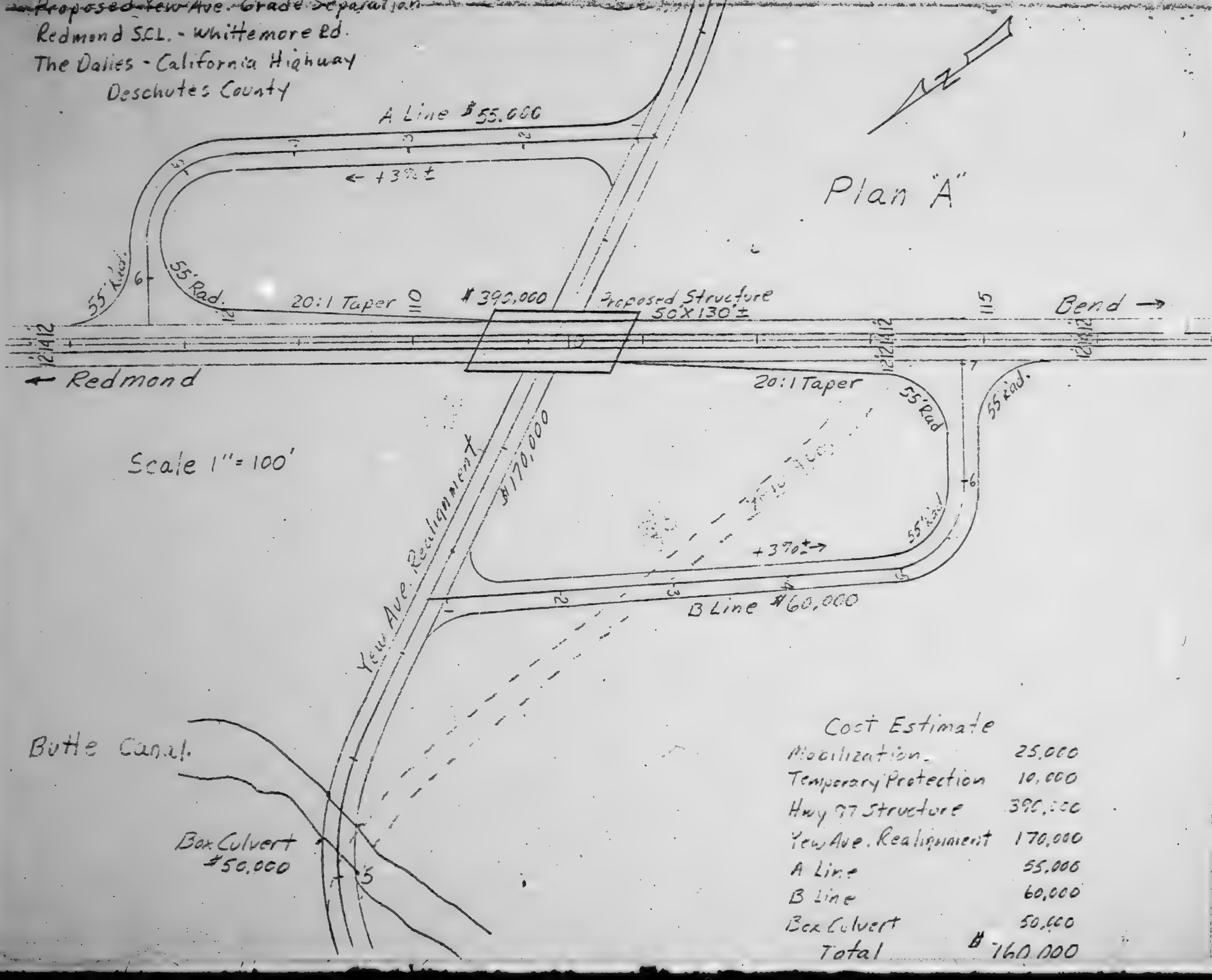
cc: E. S. Hunter, w/encl
Bob Lammert "
Bob McWilliams "

RECEIVED
TECHNICAL SERVICE
MAR 27 '81
REFER TO
I-O-

Info	Inves	R/D	D/R	Sign	Agl	File

734-1827

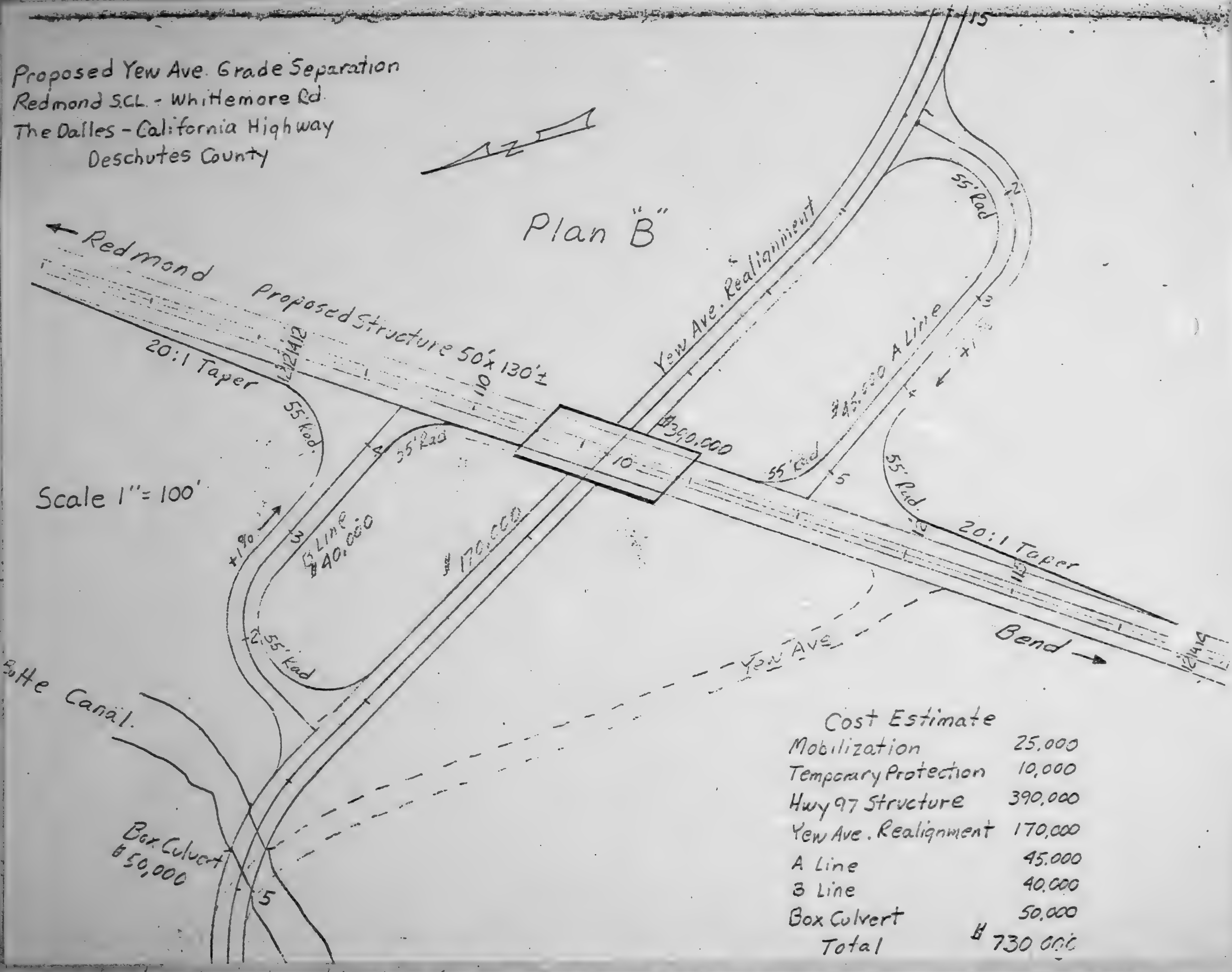
Proposed Yew Ave. Grade Separation
Redmond S.C.L. - Whittemore Rd.
The Dalles - California Highway
Deschutes County


Plan "A"
A Line $55,000
← +3% ±
55' Rad.
55' Rad.
20:1 Taper
110
$390,000
Proposed Structure 50'X130' ±
115
Bend →
← Redmond
12 14 12
20:1 Taper
55' Rad.
55' Rad.
55' Rad.
+3% ± →
B Line $60,000
Yew Ave. Realignment
$170,000
Scale 1" = 100'
Butte Canal
Box Culvert $50,000

Cost Estimate

Mobilization	25,000
Temporary Protection	10,000
Hwy 97 Structure	390,000
Yew Ave. Realignment	170,000
A Line	55,000
B Line	60,000
Box Culvert	50,000
Total	$ 760,000

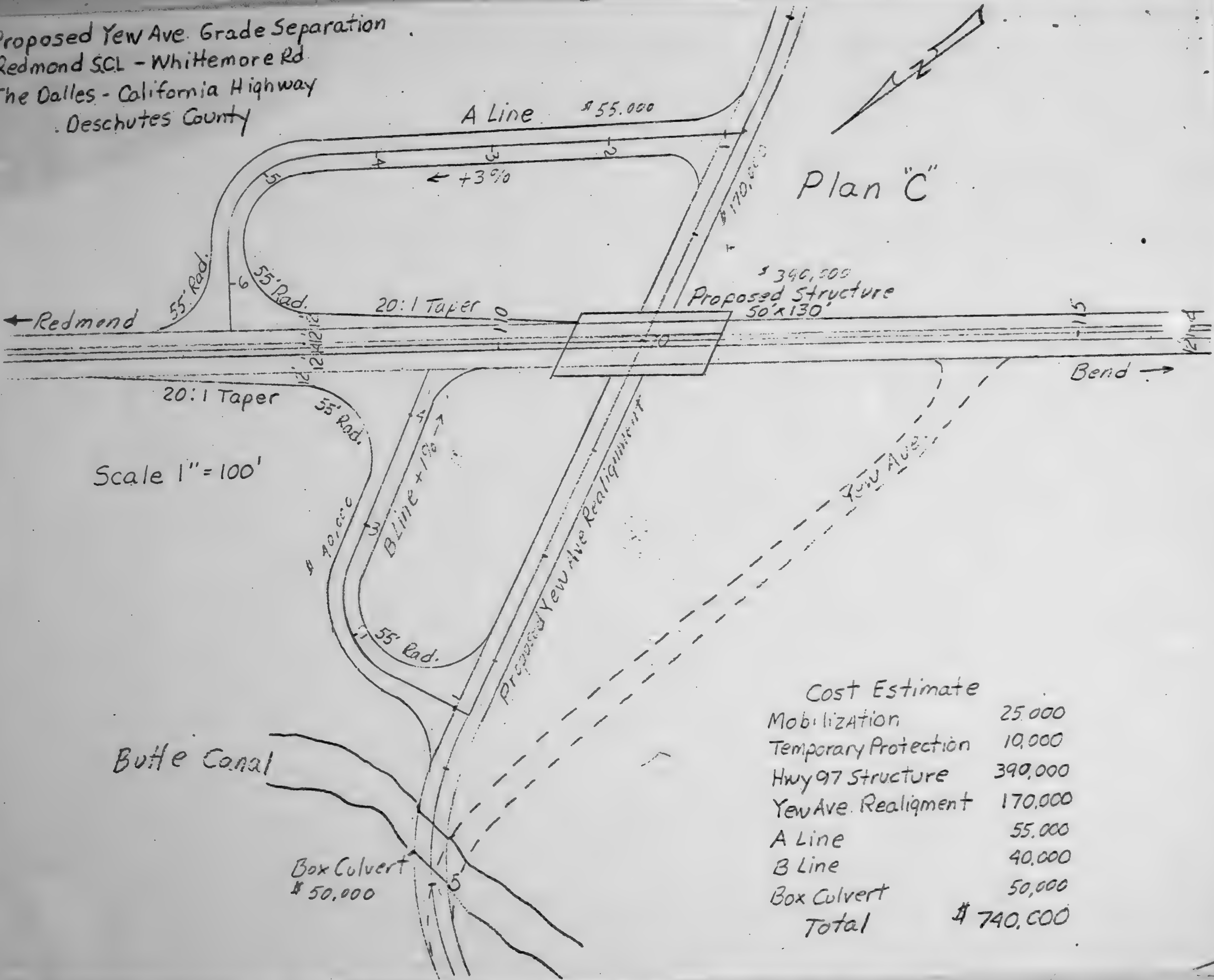
Proposed Yew Ave. Grade Separation
Redmond S.C.L. - Whittemore Rd.
The Dalles - California Highway
Deschutes County


Plan "B"
← Redmond
Proposed Structure 50'x 130'±
20:1 Taper
12|12|14|12
55' Rad.
10
$390,000
Yew Ave. Realignment
15
55' Rad
2
3
$45,000 A Line
+1
4
5
55' Rad.
20:1 Taper
12|14|14
Bend →
Yew Ave.
Scale 1" = 100'
+1.90
B Line $40,000
$170,000
55' Rad
utte Canal.
Box Culvert $50,000
5

Cost Estimate

Mobilization	25,000
Temporary Protection	10,000
Hwy 97 Structure	390,000
Yew Ave. Realignment	170,000
A Line	45,000
B Line	40,000
Box Culvert	50,000
Total	$ 730,000

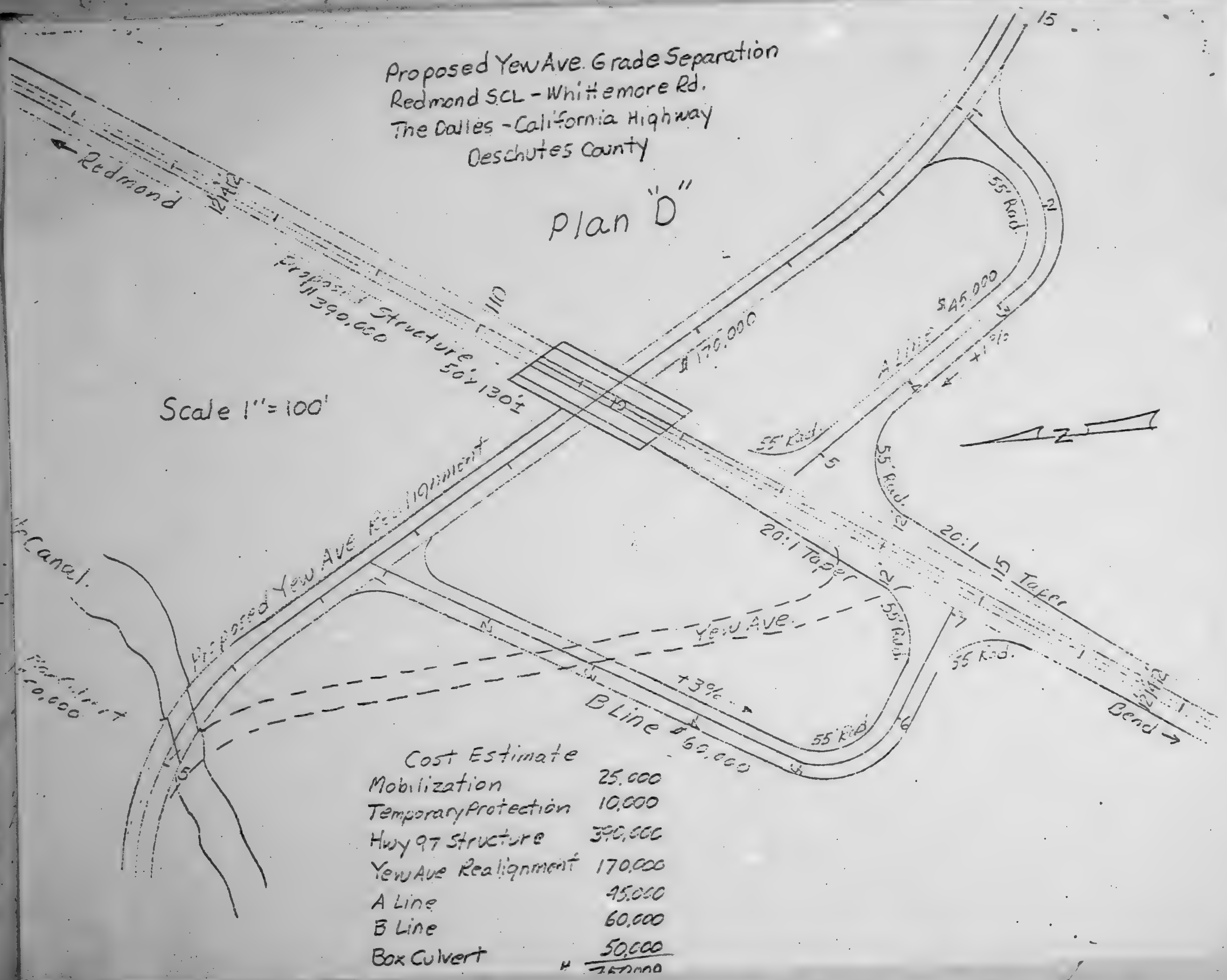
Proposed Yew Ave. Grade Separation
Redmond SCL - Whittemore Rd
The Dalles - California Highway
Deschutes County


Plan "C"
A Line
$ 55.000
+3%
$ 170,000
$ 390,000
Proposed Structure
50'x130'
55' Rad.
55' Rad.
55' Rad.
55' Rad.
20:1 Taper
20:1 Taper
← Redmond
Bend →
110
115
12
Scale 1" = 100'
B Line +1%
$ 40,000
Proposed Yew Ave Realignment
Yew Ave.
Butte Canal
Box Culvert
$ 50,000

Cost Estimate	
Mobilization	25.000
Temporary Protection	10,000
Hwy 97 Structure	390,000
Yew Ave. Realigment	170,000
A Line	55.000
B Line	40.000
Box Culvert	50,000
Total	$ 740.000

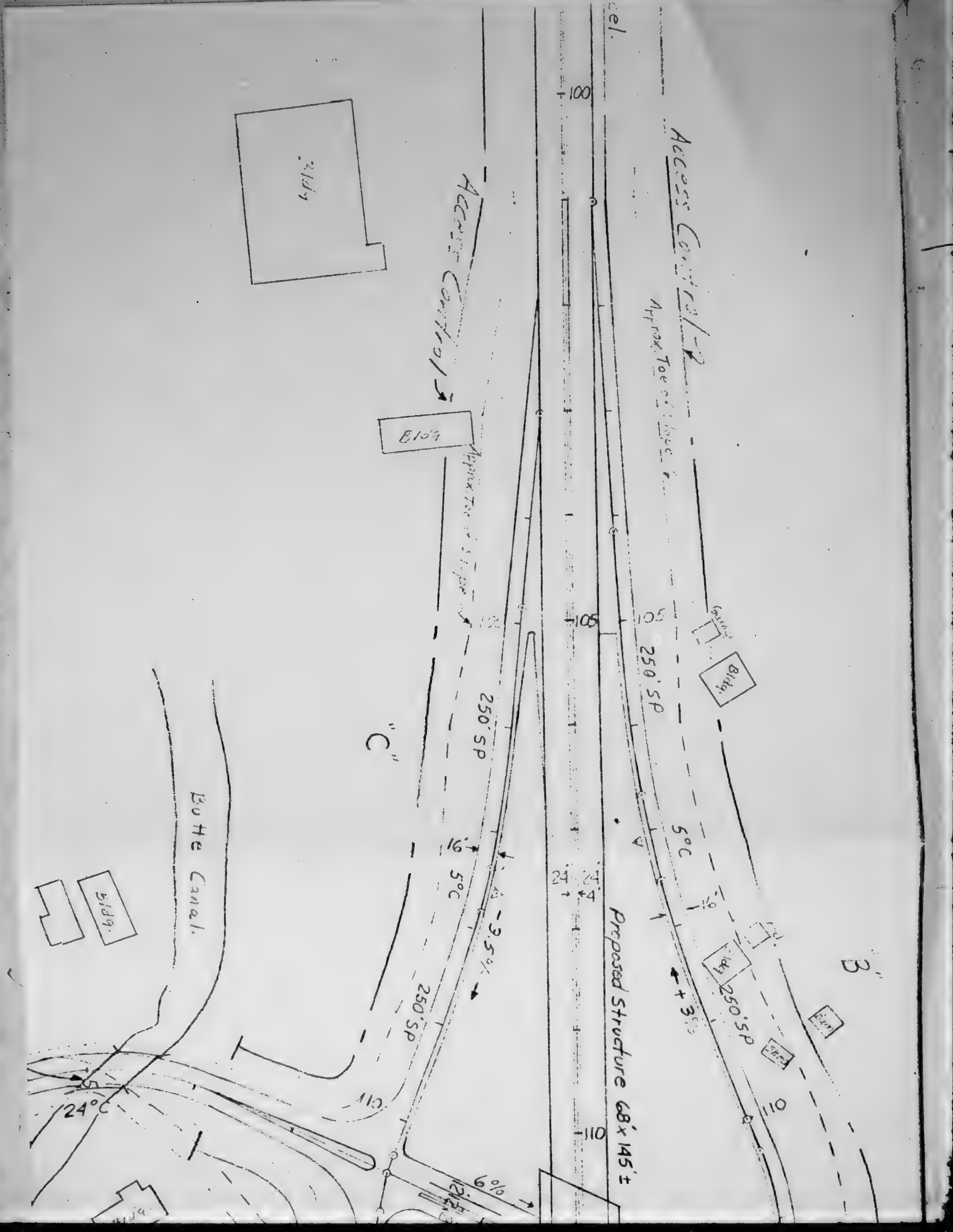
Proposed Yew Ave. Grade Separation
Redmond SCL - Whittemore Rd.
The Dalles - California Highway
Deschutes County

Plan "D"

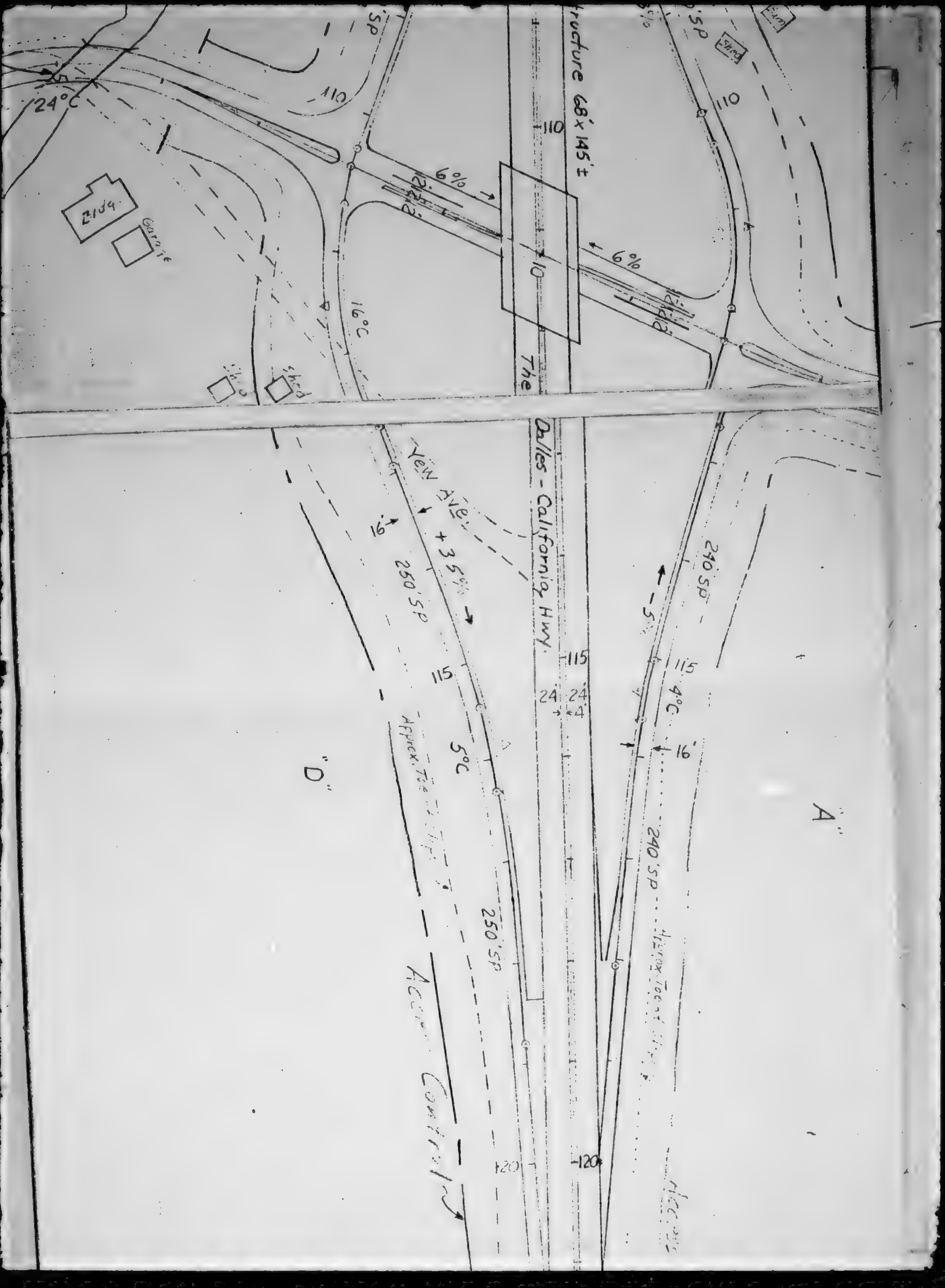

Redmond
12'AC
Proposed Structure 50'×130'±
$390,000
110
$170,000
Scale 1" = 100'
Proposed Yew Ave Realignment
Canal.
Box Culvert
$50,000
A Line
$45,000
+1%
55' Rad.
5
20:1 Taper
20:1
Taper
Yew Ave.
+3%
B Line $60,000
55' Rad.
Bend
N
15

Cost Estimate

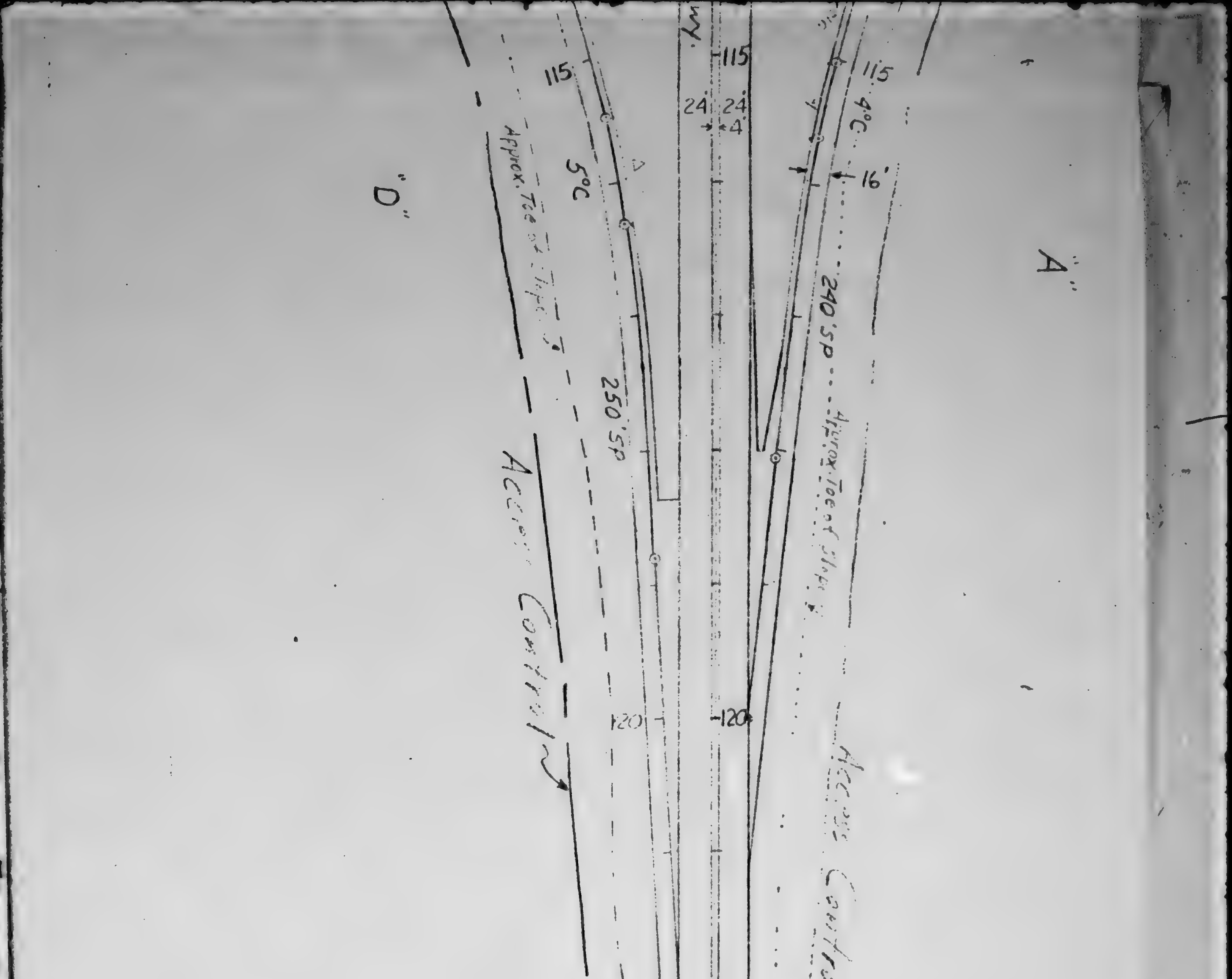
Mobilization	25,000
Temporary Protection	10,000
Hwy 97 Structure	390,000
Yew Ave Realignment	170,000
A Line	45,000
B Line	60,000
Box Culvert	50,000
	750000



Access Control
Access Control
Approx. Toe of Slope
Approx. Toe of Slope
Bldg.
Bldg
Bldg.
Bldg.
Butte Canal
"C"
"B"
100
105
105
105
110
110
110
250' SP
250' SP
250' SP
250' SP
5°C
5°C
16'
24'
24'
-3.5%
+3%
6%
24°C
Proposed Structure 68'x145'±



SP
'SP
ructure 68'x 145'±
110
110
110
24°C
6%
6%
12'
12'
12'
12'
Bldg.
Garage
Shed
Shed
Shed
10
16°C
The Dalles - California Hwy.
Yew Ave.
16'
+3.5%
250' SP
115
115
115
5°C
Approx. Toe of Fill
"D"
"A"
240' SP
240' SP
-5%
4°C
16'
24 24
4
250' SP
Approx. Toe of Fill
Access Control
120
120
Access


wy.
115
115
115
24
24
4'
5°C
4°C
16'
"D"
"A"
Approx. Toe of Slope
Approx. Toe of Slope
250' SP
240' SP
Access Control
Access Control
120
120
1000' Accel.
125

9288 4

ROAD DESIGN SECTION DES 16-1

March 23, 1981

Dale Allen
Region 4 Engineer

a D Olson
A. D. Olson
Preliminary Design Engineer

Yew Avenue Intersection
Redmond S.C.L.-Whittemore Road
The Dalles-California Highway
Deschutes County

As requested, alternate designs have been enclosed for various ways of connecting Yew Avenue to the highway if a grade separation is provided over Yew Avenue. Any one of these patterns should be adequate unless left-turns need to be prohibited on Yew Avenue. In that case, the costs of the individual ramps are shown and could be added.

It would appear that Plan "C" would be most appropriate, since this would minimize travel distance from Redmond; however, the proposed development and the intended use of the land would probably be more of a control.

Minimum ramps have been shown. More space inside the ramp loops could allow better utilization of property. Access should be controlled for a distance off the highway to avoid traffic problems.

ADO:ja

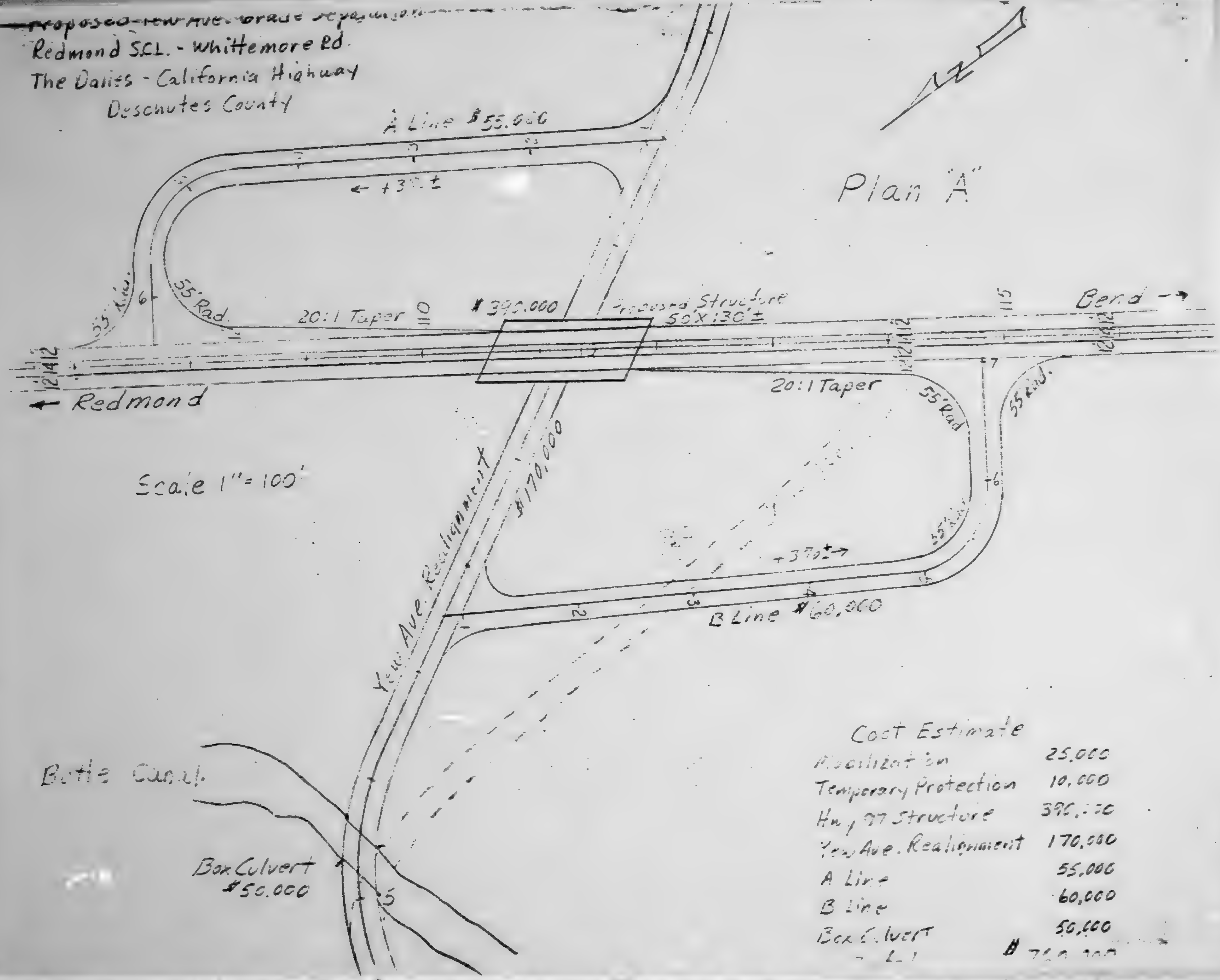
Enc.

RECEIVED
MAR 24 1981
ROAD DESIGN SECTION

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up __/__/__
Action

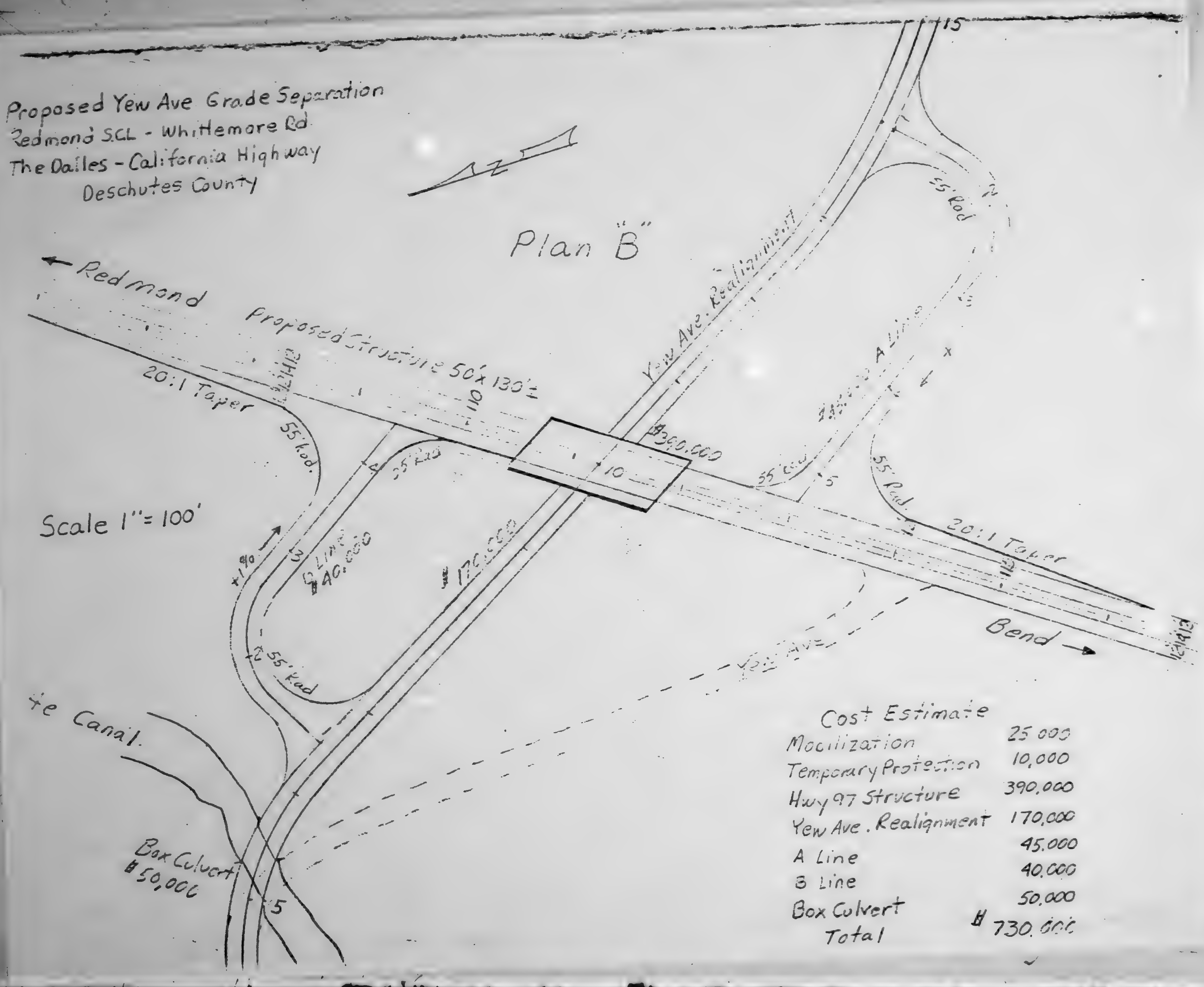
~~Proposed Yew Ave. Grade Separation~~
Redmond SCL. - Whittemore Rd.
The Dalles - California Highway
Deschutes County


Plan "A"
A Line $55,000
← +390±
55' Rad.
55' Rad.
6
20:1 Taper
110
$390,000
Proposed Structure 50'x130'±
Bend →
115
12 14 12
12 14 12
12 14 12
← Redmond
20:1 Taper
55' Rad.
55' Rad.
7
6
Scale 1" = 100'
Yew Ave. Realignment
$170,000
+370±→
B Line $60,000
1
2
3
4
5
Butte Canal
Box Culvert
$50,000
5

Cost Estimate

Mobilization	25,000
Temporary Protection	10,000
Hwy 97 Structure	390,000
Yew Ave. Realignment	170,000
A Line	55,000
B Line	60,000
Box Culvert	50,000
[illegible]	$ 760,000

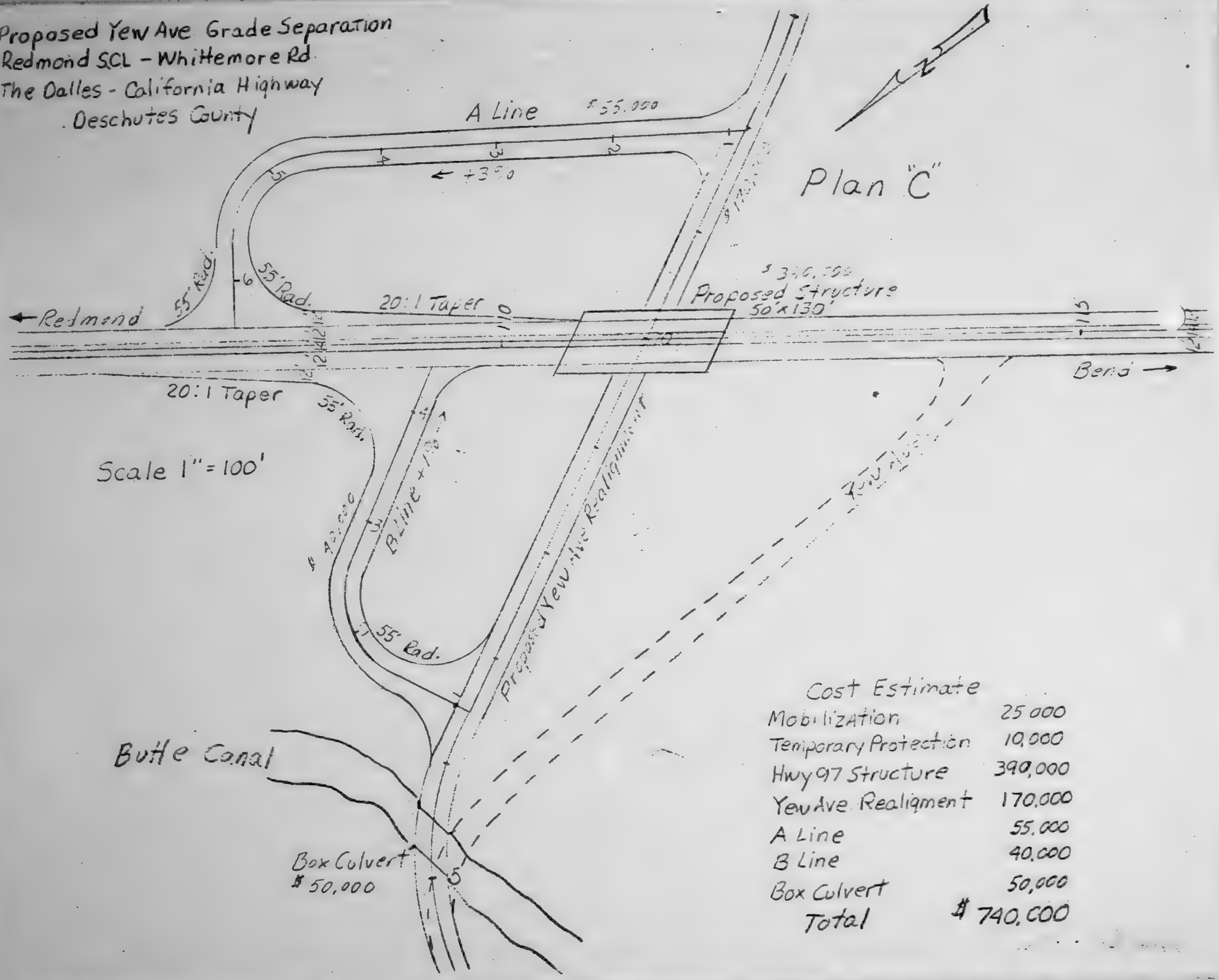
Proposed Yew Ave Grade Separation
Redmond S.CL - Whittemore Rd
The Dalles - California Highway
Deschutes County


Plan "B"
← Redmond
Proposed Structure 50'x 130'±
20:1 Taper
55' Rad.
55' Rad
Scale 1" = 100'
+1%
B Line
$40,000
$170,000
$390,000
10
Yew Ave. Realignment
A Line
15
5
20:1 Taper
Bend →
Yew Ave
te Canal.
Box Culvert
$50,000

Cost Estimate

Mobilization	25.000
Temporary Protection	10,000
Hwy 97 Structure	390,000
Yew Ave. Realignment	170,000
A Line	45,000
B Line	40,000
Box Culvert	50,000
Total	$ 730,000

Proposed Yew Ave Grade Separation
Redmond SCL - Whittemore Rd
The Dalles - California Highway
Deschutes County


Plan "C"
A Line
$ 55,000
+390
1
2
3
4
5
6
55' Rad.
Redmond
Bend
20:1 Taper
20:1 Taper
55' Rad.
55' Rad.
$ 390,000
Proposed Structure
50'x130'
110
115
12
$ 170,000
Scale 1" = 100'
B Line +180
$ 40,000
Proposed Yew Ave Realignment
Yew Ave
Butte Canal
Box Culvert
$ 50,000

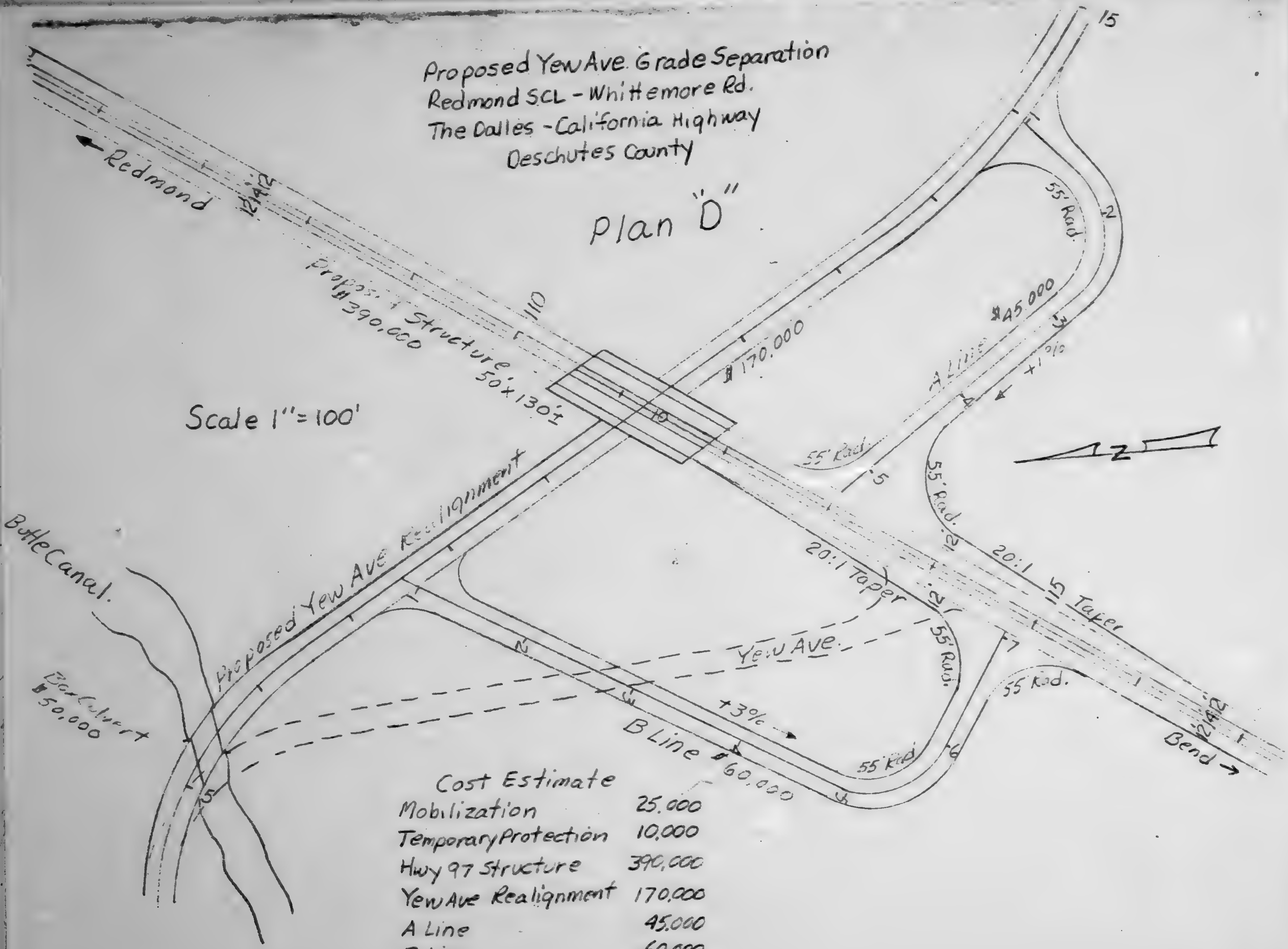
Cost Estimate

Mobilization	25 000
Temporary Protection	10,000
Hwy 97 Structure	390,000
Yew Ave Realigment	170,000
A Line	55,000
B Line	40,000
Box Culvert	50,000
Total	$ 740,000

Proposed Yew Ave. Grade Separation
Redmond SCL - Whittemore Rd.
The Dalles - California Highway
Deschutes County

Plan "D"

Scale 1" = 100'


15
← Redmond
12|412
Proposed Structure 50'x130'±
$390,000
110
10
$170,000
Proposed Yew Ave Realignment
55' Rad.
2
$45,000
3
A Line
+1%
4
55' Rad.
5
55' Rad.
N
20:1 Taper
12
20:1
15
Taper
Butte Canal.
Box Culvert
$50,000
Yew Ave.
55' Rad.
7
55' Rad.
1
2
3
+3%
B Line $60,000
55' Rad.
6
4
5
12|412
Bend →

Cost Estimate

Mobilization	25.000
Temporary Protection	10,000
Hwy 97 Structure	390,000
Yew Ave Realignment	170,000
A Line	45.000
B Line	60,000
Box Culvert	50,000
Total	$750.000

STATE OF OREGON

INTEROFFICE MEMO

TO: Dale Allen
Region 4 Engineer

DATE: March 3, 1981

ADOlson

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Yew Avenue Interchange
Redmond SCL-Whittemore Road
The Dalles-California Highway
Deschutes County

Versteeg
Anderson
Christensen
I Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 16 1981
ROAD DESIGN SECTION

RDE RE RCE PLA FAE
RTE RECEIVED GEO
MAR 5 1981 RDE
RUE REGION 4 RBE
Do Not RSO
Return To
Bring Up ASSIGNED
Action

Enclosed are two copies of a plan, profile and mosaic of an interchange for Yew Avenue south of Redmond, as requested. A rough estimate of construction cost would be $2,000,000 of which about $300,000 would be for additional work on Highway 97 over that proposed on the present contract. The cost of right of way, including access control through the limits of the interchange from end of acceleration lane to end of acceleration lane would need to be added.

Such a facility would not seem necessary or appropriate in this area. — Agree The same basic capacity could be accomplished with the grade separation and either one or two standard 2-way approaches on each side of the highway depending upon anticipated traffic, directional distribution, etc. These would be "right turn off, right turn on" with a standard 20 to 1 taper for the "off" move. The "on" move would stop and then enter with a right turn when traffic permitted. No acceleration lane would be provided. This would avoid the problem of providing alternate access for the developments to the north that would fall within the access control area.

Sketch this.

Adrian - I am returning one copy of the mosaic for you to sketch on it the design described in the above paragraph. Use two approaches both sides & give me the estimate.

Dale

ADO:ab

Contains Recycled Materials

#4 9-06

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Asst. State Highway Engineer

DATE: January 21, 1981

FROM: Dale D. Allen
Region Engineer

SUBJECT: Redmond SCL-Whittemore Road

We have submitted the above project and it is presently in Design. The project ends at Yew Lane.

On this date, the Northwest Commercial Properties (Jim Dixon) advises that he would like to have the interchange shown on the attached plan incorporated into the project and paid for by them. They have apparently acquired the necessary right of way and would pay for the construction of the ramps as well as the structure. He has requested us to furnish him an estimate of this cost as soon as possible.

As soon as you have had an opportunity to review the plan, give me a call and I will fill you in on the details.

DA:mr

cc: Bob McWilliams, City of Redmond

encl

NOTED
E. S. HUNTER

✓ Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 23 1981
ROAD DESIGN SECTION

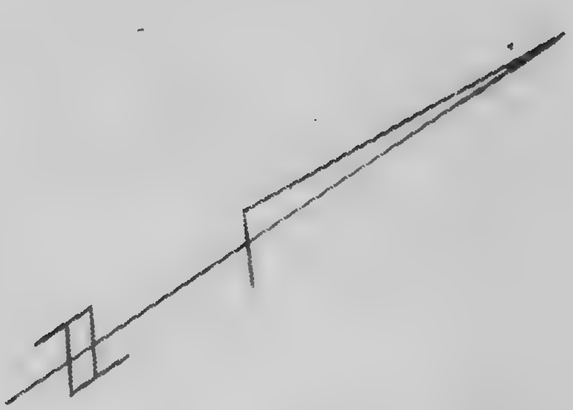
Do Not File ☐
Return To
Bring up / /
Action

RECEIVED
TECHNICAL SERVICES
JAN 22'81
REFER TO
4/Versteeg
FOR

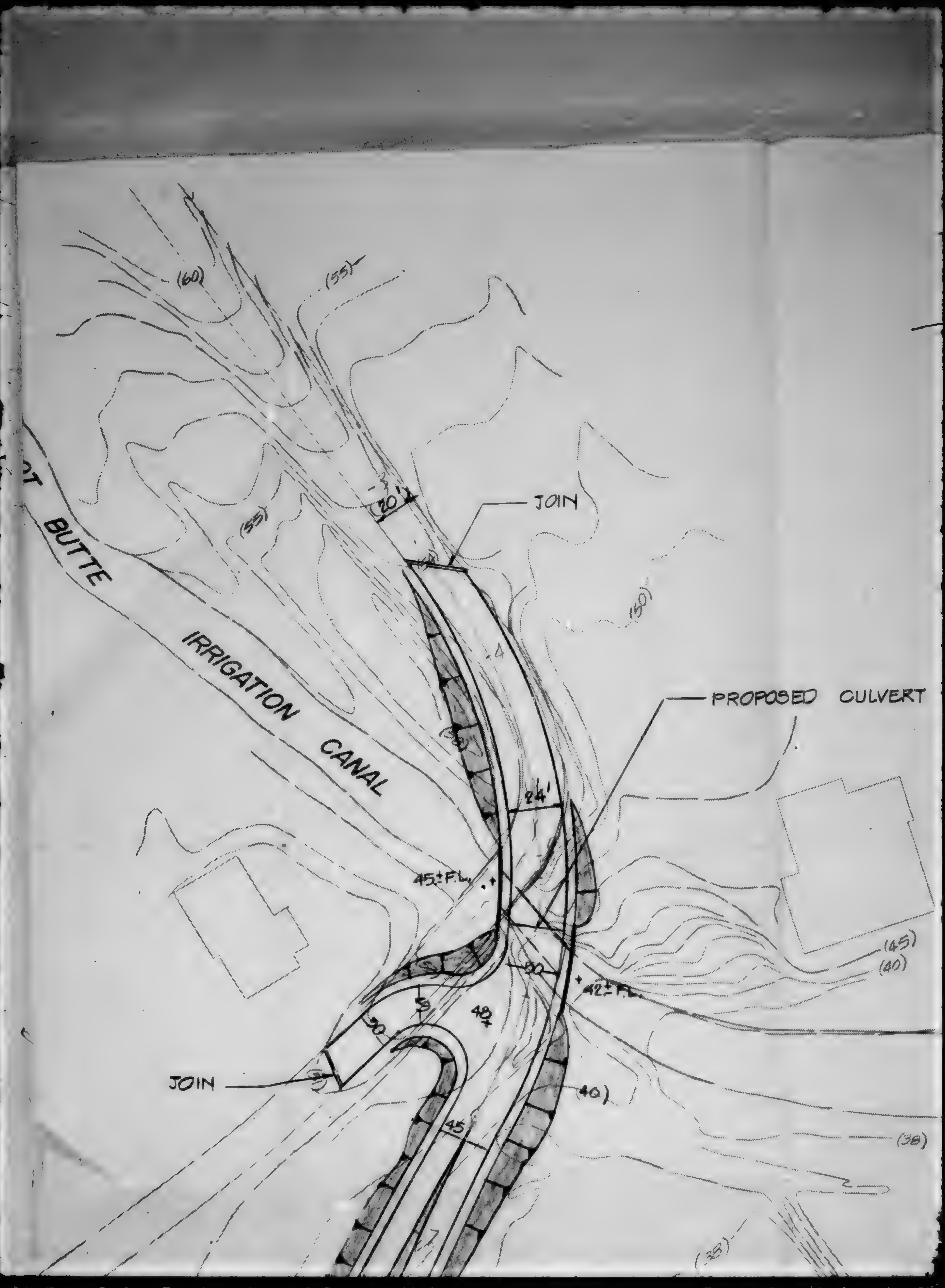
Info	Inves	R/D	D/R	Sign	Act	File
		☒				

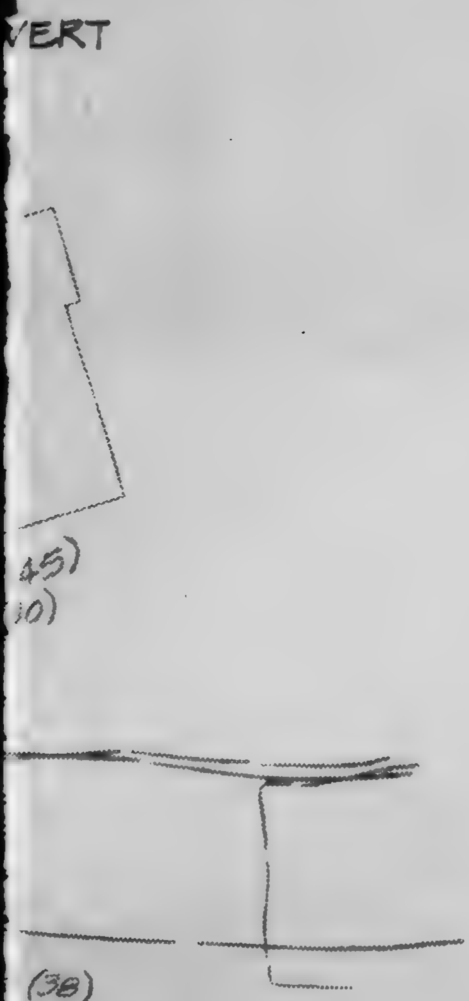
Erickson, A

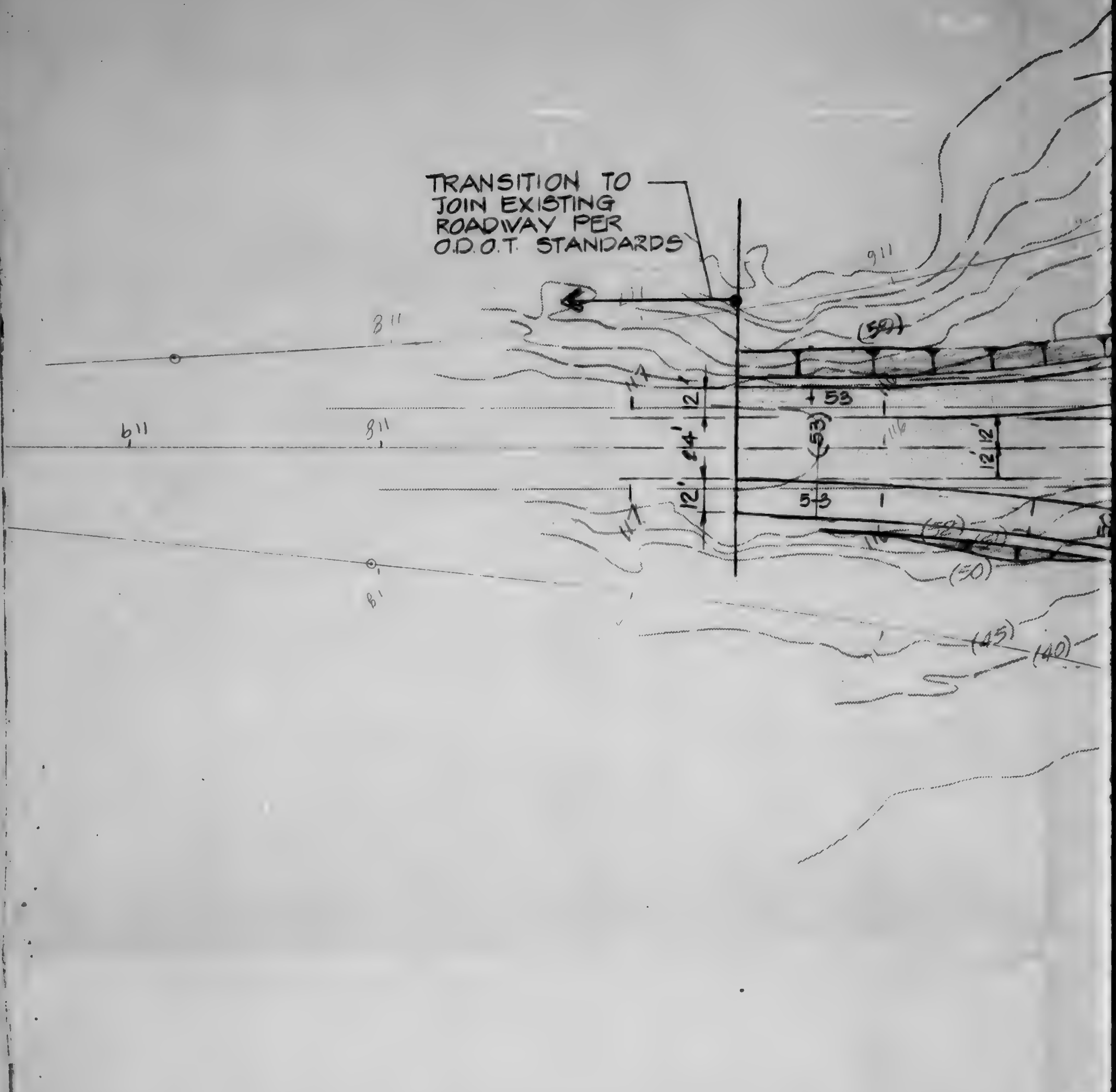
PILO

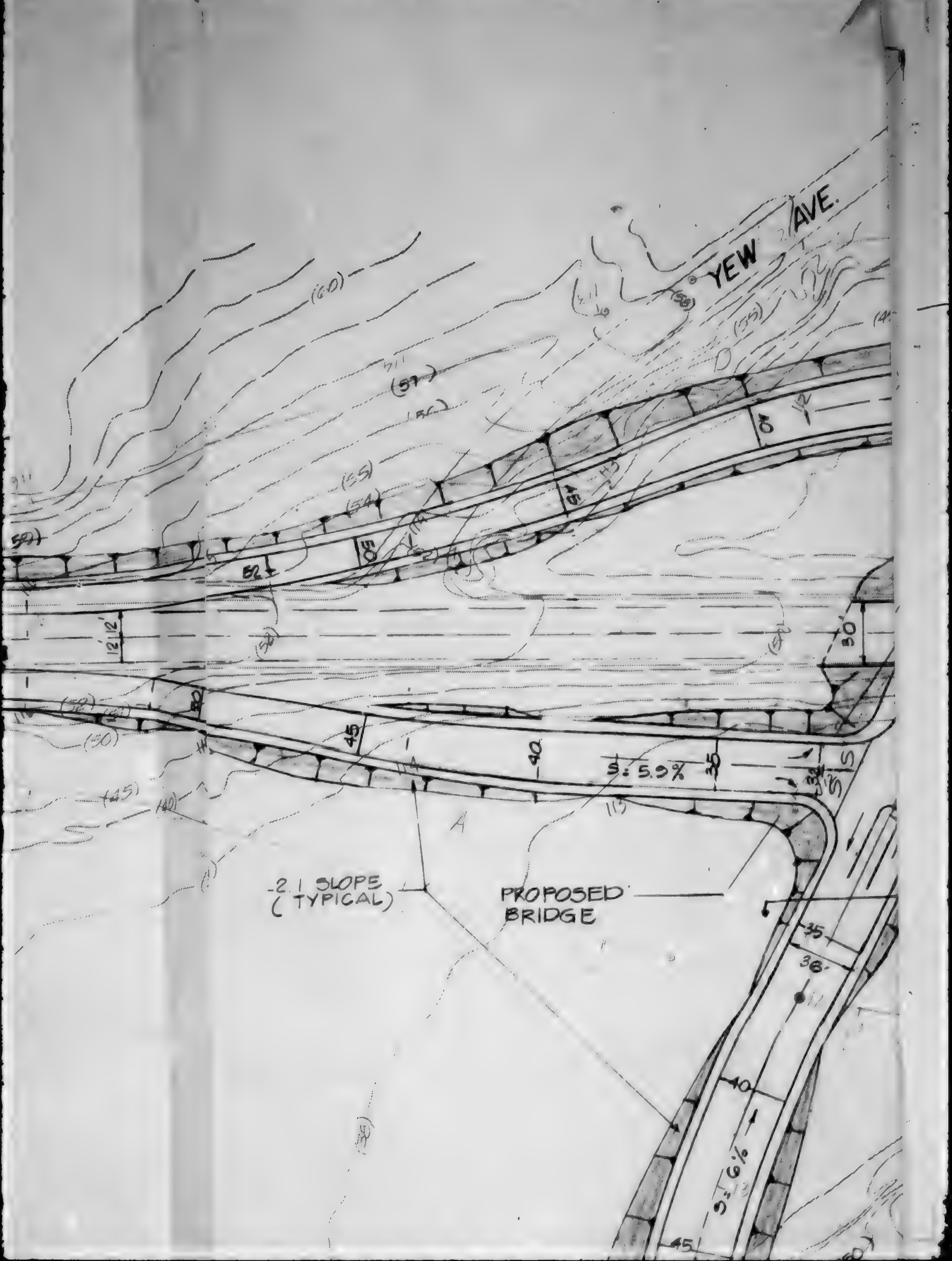


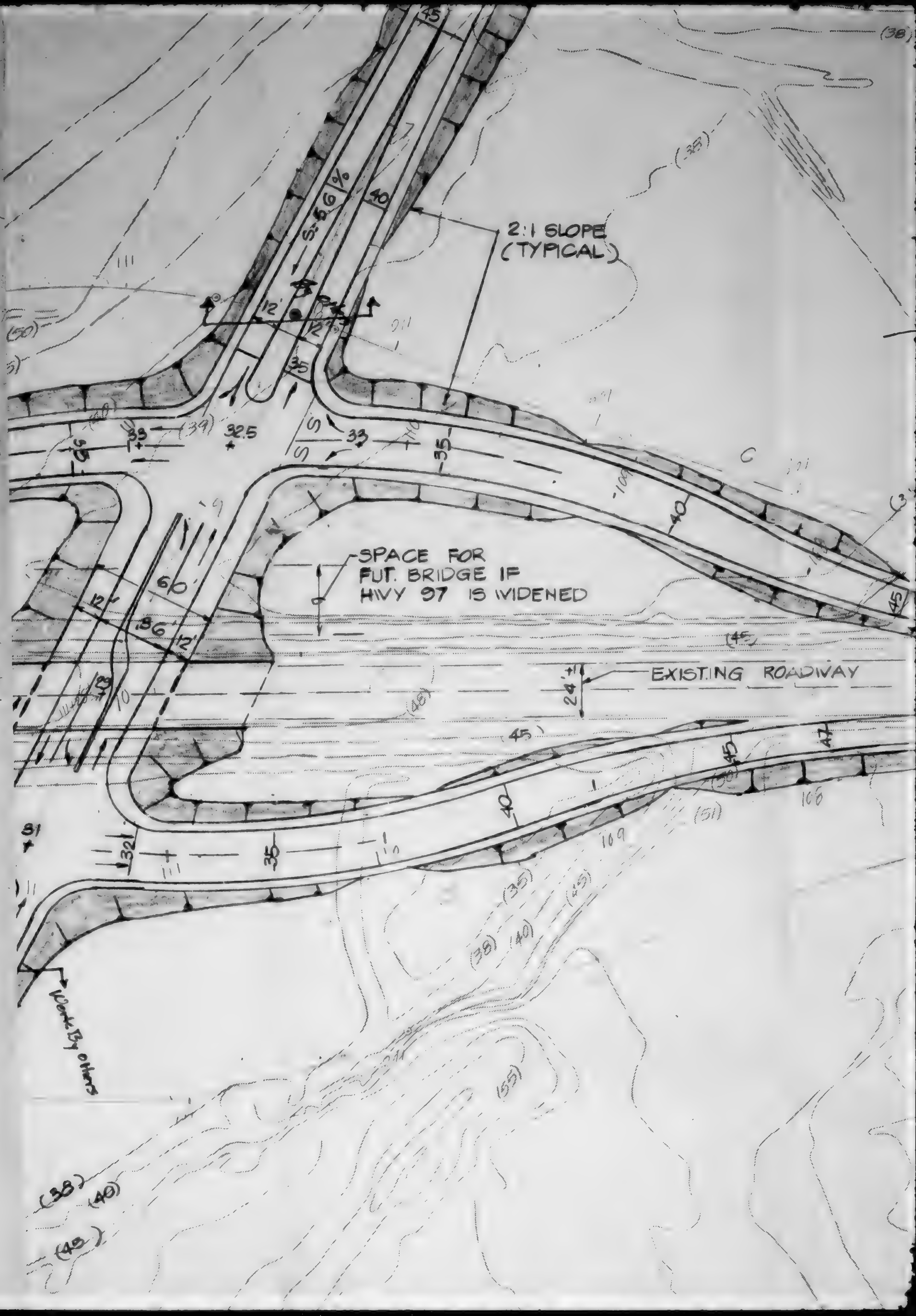
SCALE 1"=50'

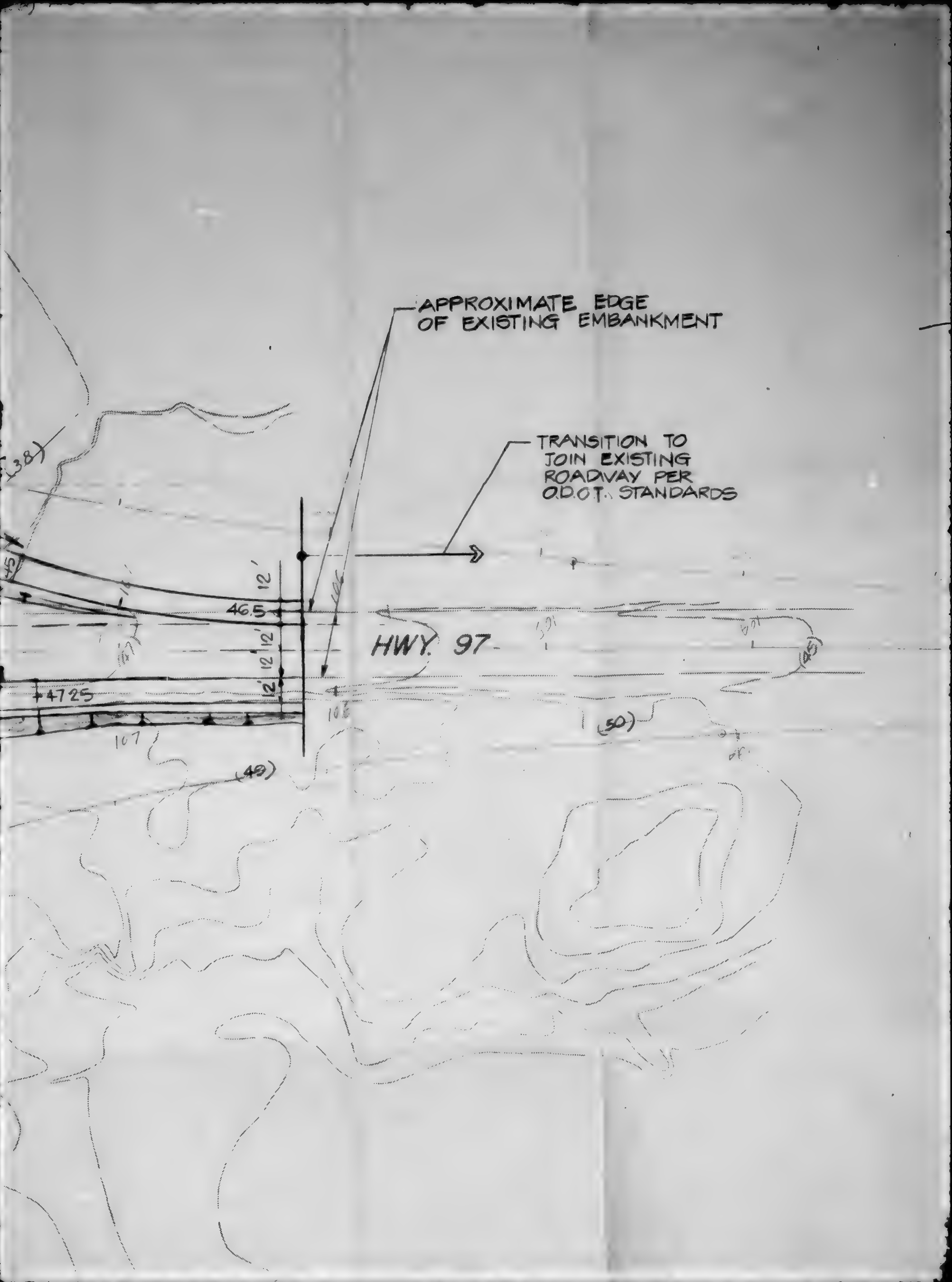

(60)
(55)
20'
(55)
JOIN
OT BUTTE IRRIGATION CANAL
(50)
4
PROPOSED CULVERT
24'
45± F.L.
(45)
(40)
30
42± F.L.
59
48
30
JOIN
40)
45
(38)
(35)

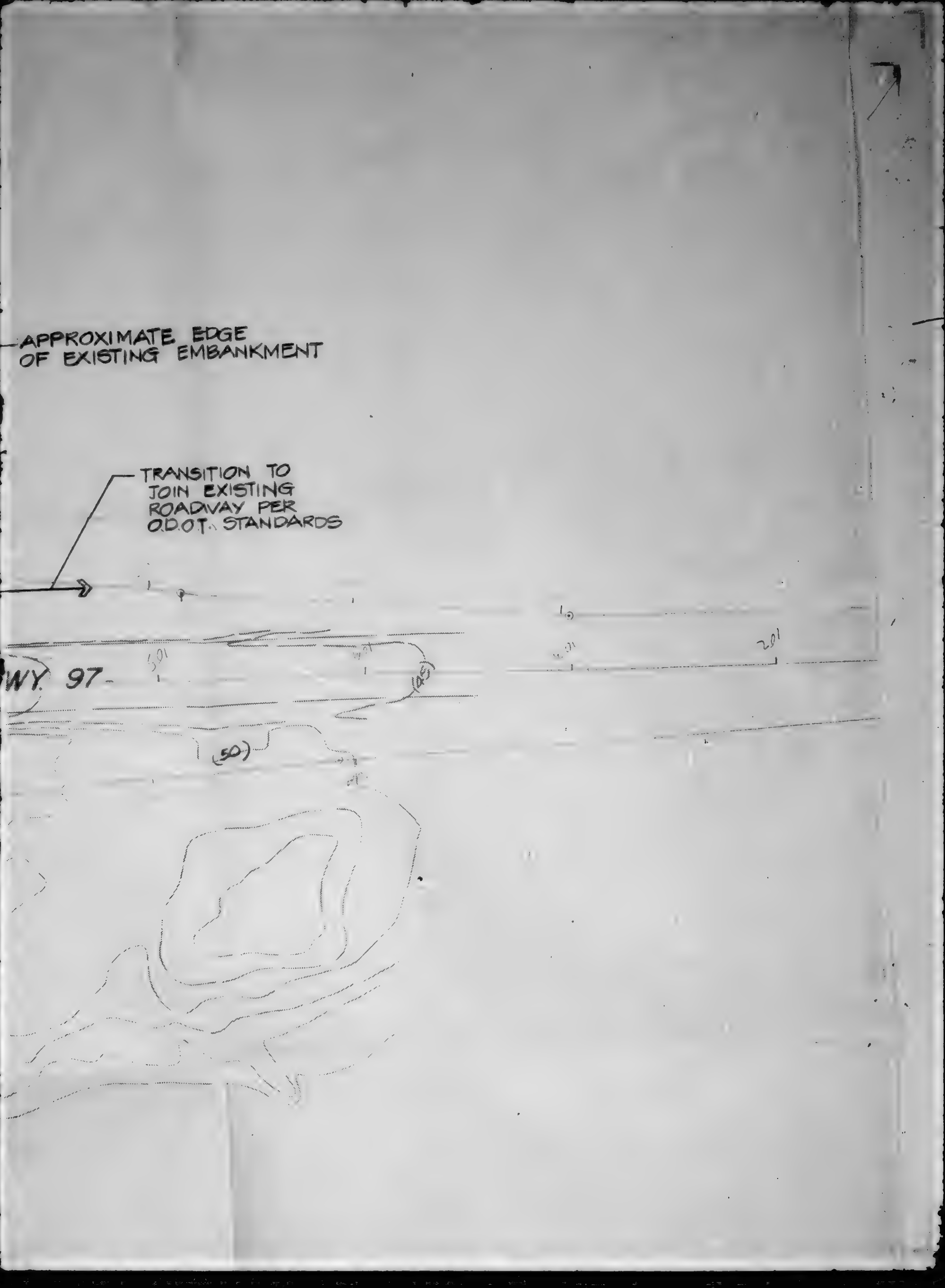

VERT
45)
(10)
(38)

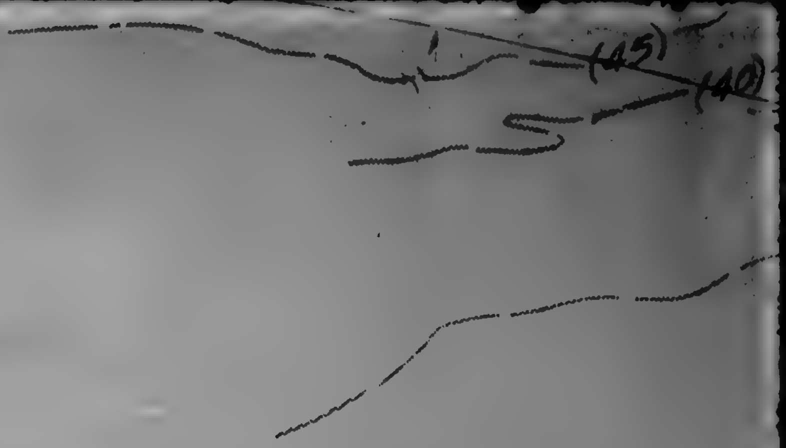

TRANSITION TO
JOIN EXISTING
ROADWAY PER
O.D.O.T. STANDARDS
911
811
611
811
(52)
12
+53
14'
(53)
12'
12'
12'
5-3
(52)
(50)
(45)
(40)

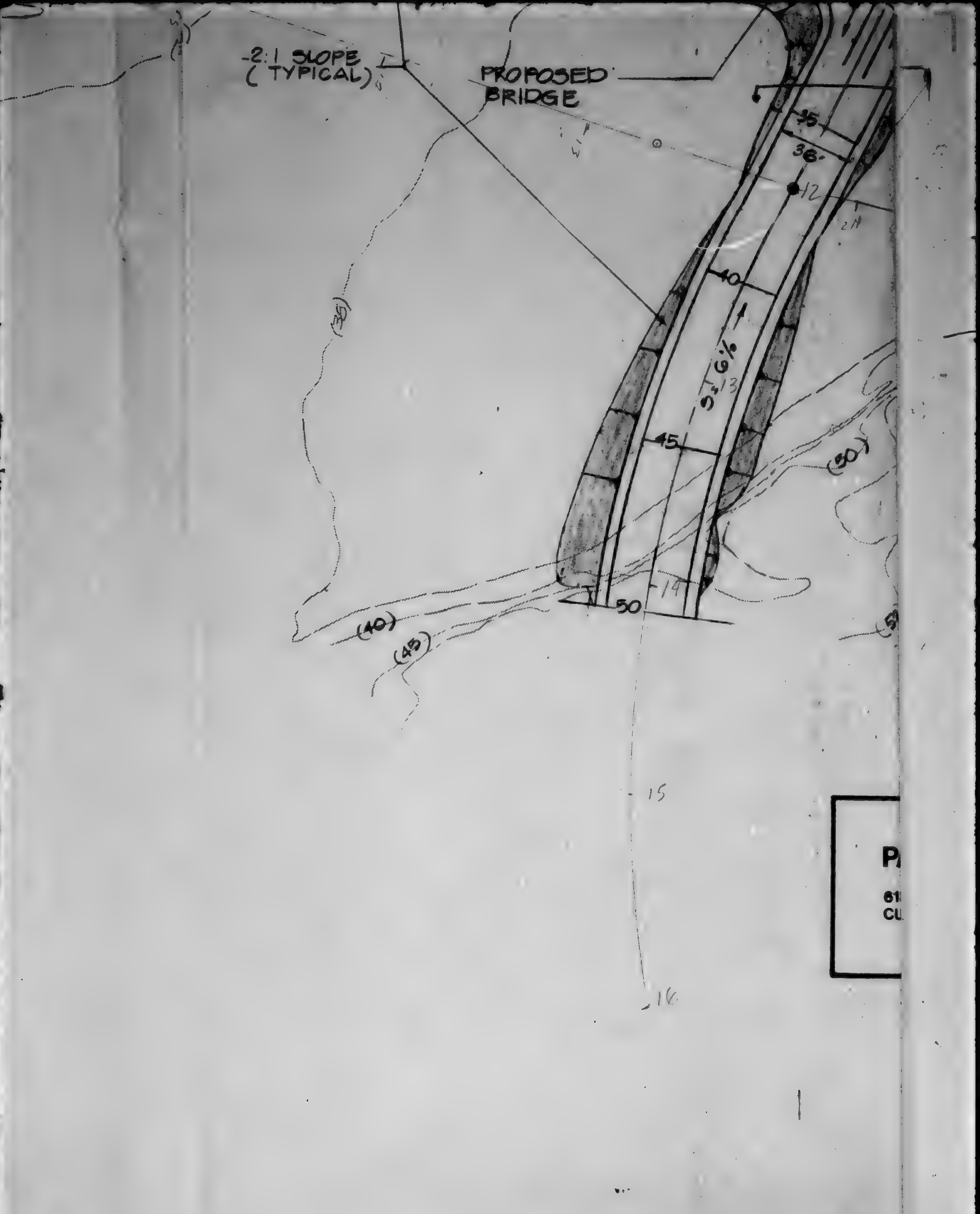

YEW AVE.
(60)
(58)
(57)
(56)
(55)
(54)
52
50
46
40
12 12
30
45
40
35
S: 5.9%
32
2:1 SLOPE
(TYPICAL)
PROPOSED
BRIDGE
35
36
40
S: 6%
45
(50)
(45)
(40)
A

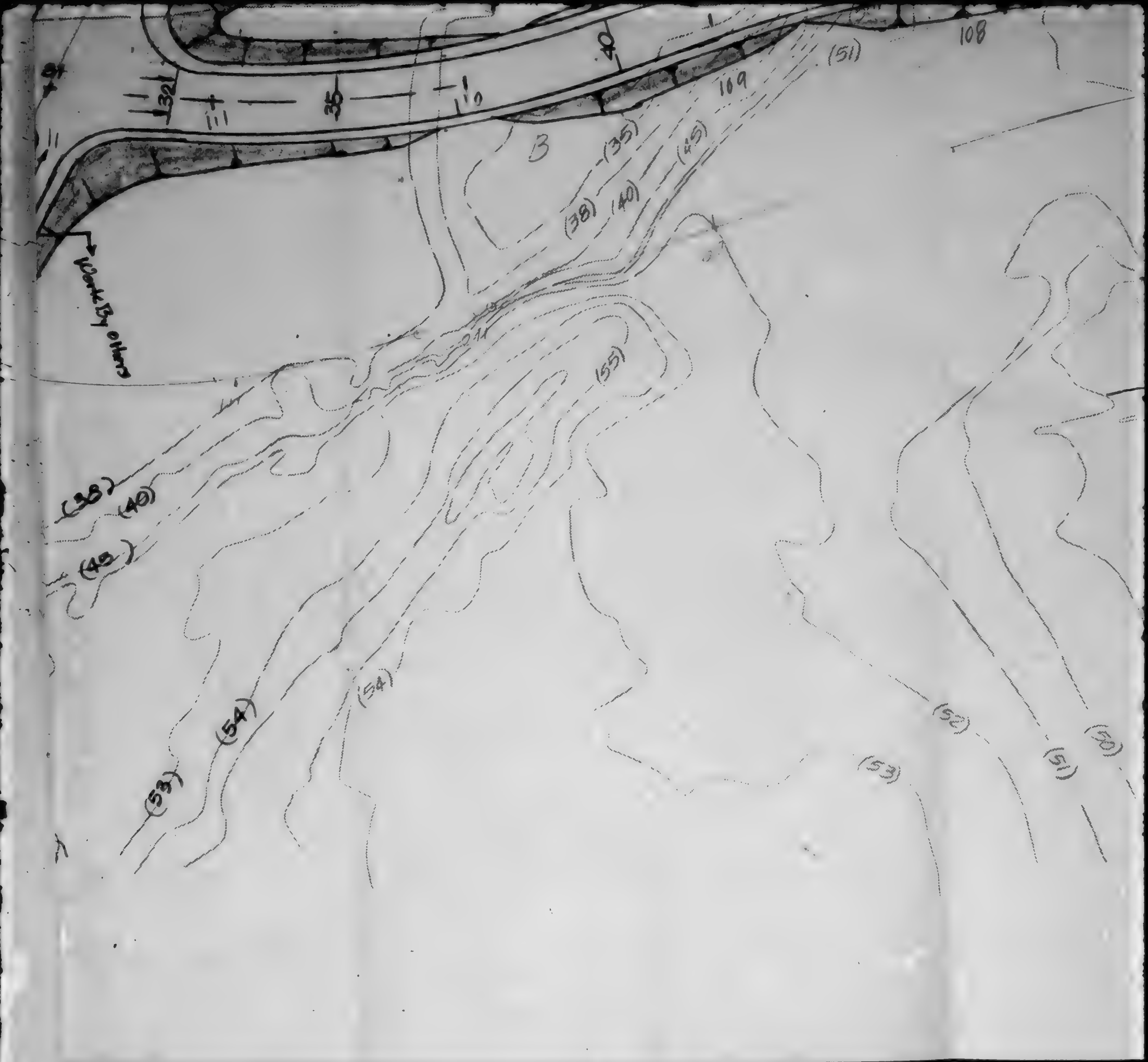

2:1 SLOPE (TYPICAL)
SPACE FOR FUT. BRIDGE IF HWY 97 IS WIDENED
EXISTING ROADWAY
24'±
S=5.6%
12'
12'
60'
86'
12'
12'
45
40
35
33
32.5
33
35
40
45
40
45
47
35
32
31
(38)
(35)
(50)
(45)
(48)
(51)
(35)
(45)
(35)
(40)
(55)
(38)
(40)
(45)
Work By others


APPROXIMATE EDGE OF EXISTING EMBANKMENT
TRANSITION TO JOIN EXISTING ROADWAY PER O.D.O.T. STANDARDS
HWY. 97
(38)
(45)
12'
46.5
12'
12'
12'
+47.25
107
(48)
(50)
(45)


APPROXIMATE EDGE OF EXISTING EMBANKMENT
TRANSITION TO JOIN EXISTING ROADWAY PER O.D.O.T. STANDARDS
WY. 97
(50)

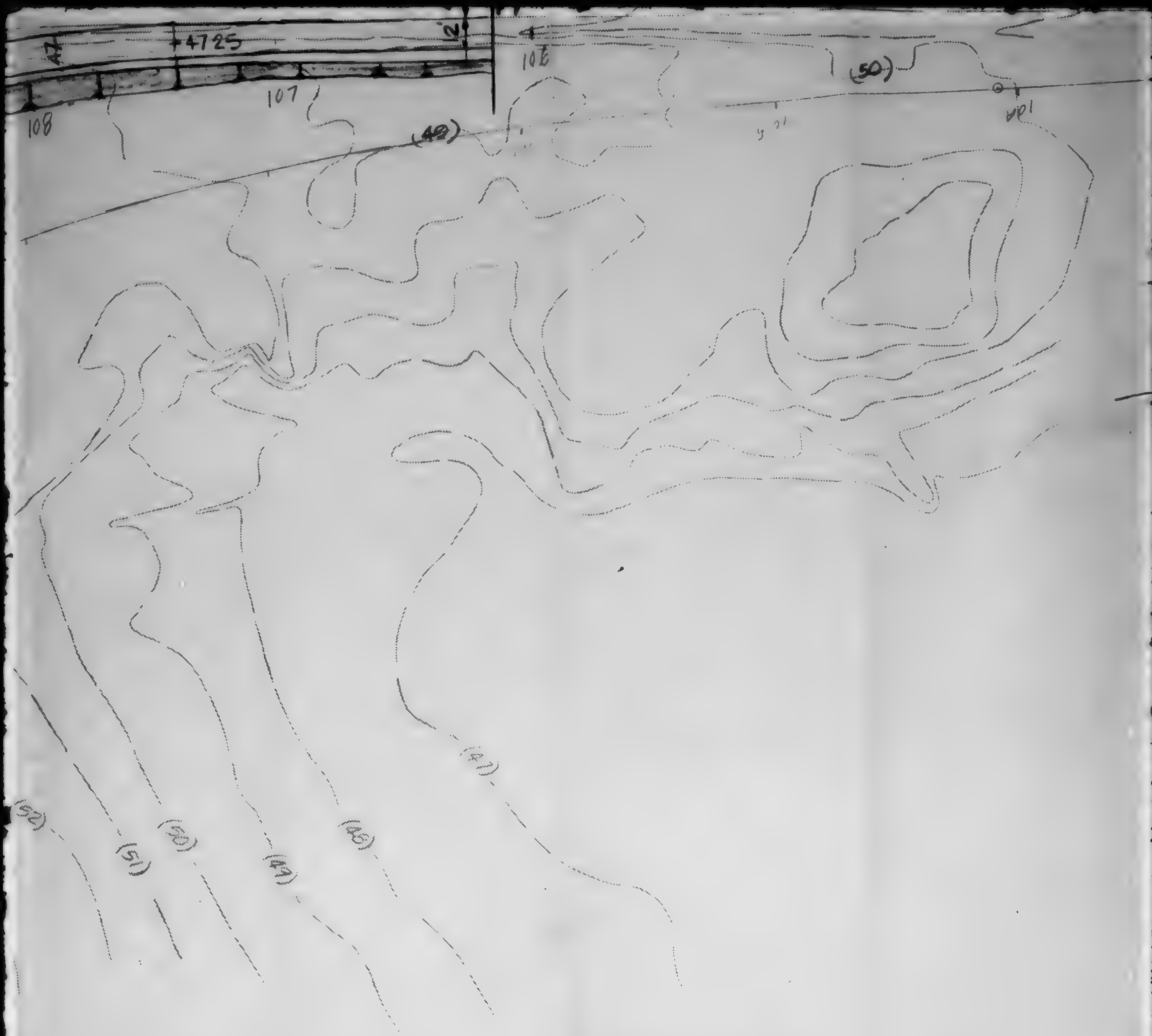

(45)
(40)


2:1 SLOPE (TYPICAL)
PROPOSED BRIDGE
35
36'
12
40
S=6%
13
45
50
14
(35)
(40)
(45)
(50)
15
16
P
61
CU


108
(51)
40
109
32
35
11
10
B
(35)
(45)
(38)
(40)
Work By others
(55)
(38)
(40)
(45)
(54)
(54)
(53)
(52)
(53)
(51)
(50)

ALLER-ROBERTS ENGINEERING
CONSULTING CIVIL ENGINEERS
33 BRISTOL PARKWAY, SUITE 160
LVER CITY, CALIFORNIA 90230 • PHONE (213) 641-1853

PREPARED FOR:
NORTHWEST COMMERCIAL, INC.
454 HIGHLAND DRIVE
MEDFORD, OREGON 97501



4725
108
107
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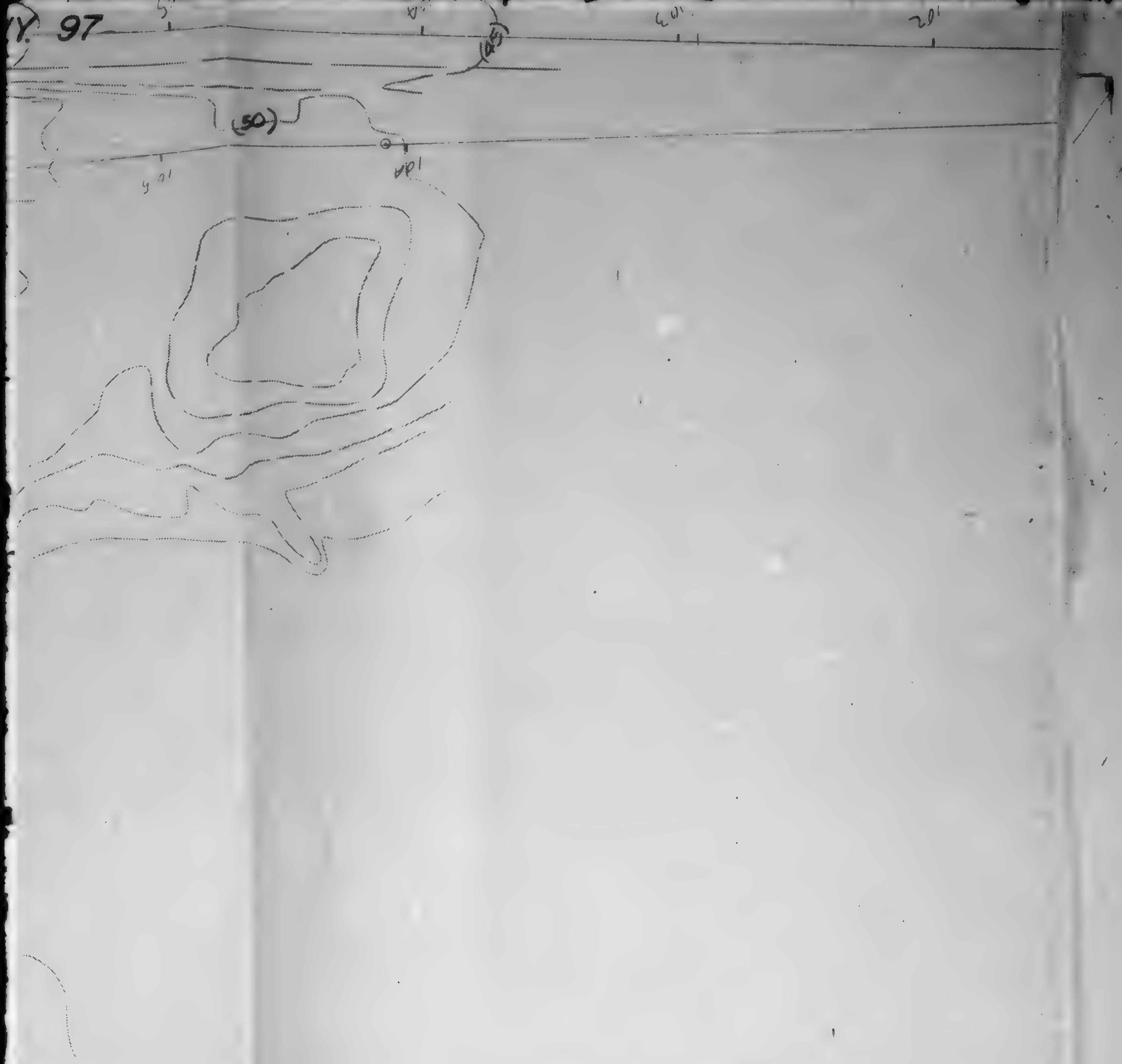
(51)
(52)

SCHEME II

7-15-80

MMERCIAL, INC.
DRIVE
GON 97501

PRELIMINARY PLAN
FOR
REALIGNMENT OF YEW ROAD
AT HWY. 97
REDMOND, OREGON



James B. Dixon
NW Commercial Inc
Medford, OR
773-5331

E II

7-15-80

MINARY PLAN
FOR
MENT OF YEW ROAD
AT HWY. 97
DMOND, OREGON

9288 No. 4

TRA-7

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. O. Christensen
Final Design Engineer

DATE: February 19, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Preliminary Plan Review
Redmond S.C.L.-Whittemore Road N. Unit
The Dalles-California Highway

We have reviewed the subject set of preliminary plans and would like to make the following comments:

The plans show the construction of 6' bike lanes on both shoulders from Sta 44+41 to Sta 119+50. Since there are presently no bike lanes immediately north or south of this section, we would recommend against signing and striping these lanes as bike lanes at this time.

If future reconstruction work provides for widening the shoulders for a substantial distance north or south of this section, then the total length could be signed and striped for a bike lane.

L. E. George

L. E. George
Traffic Engineer

DW:er

REFERRED TO
Beard
Cole
Eriksen
Hager
Stoudenmeyer ✓
Mann ASM
Watson
Leu
Dorn
Due
[✓ Return] Discuss [✓ Do] File Copy
BY FINAL DESIGN ENGINEER
Check with Terpin

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 23 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

Contains Recycled Materials
81-125-1387

9288

2-13-81

4

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-4-2(11)

STATE PROJECT NO.: See below

COUNTY NAME: Deschutes

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 10045

FROM:
E.J. Valach, Acting Division Admin
FHWA - Oregon Division

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

orig to 2-19-81

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO Mooring
FOR
Info | Inter | | | Sign | Act | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 2/13/81

FEDERAL ROUTE NUMBER: Primary 4

STATE ROUTE NUMBER: Primary 4

GENERAL LOCATION:

N. Unit Redmond SCL - Whittemore Road Section

GENERAL DESCRIPTION OF WORK:

Grade, drain and pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

XX☐ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. swan's letter of 2/13/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $950,000 Federal Funds $837,700.

DATE: 2/13/81

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Acting Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-055

9288

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 13, 1981

TO: E.J. Valach, Acting Division Administrator
Federal Highway Administrator

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10045
Project No. F-4-2(11)
N. Unit Redmond SCL-Whittemore Rd. Section
Deschutes County

Attached data consists of PR-1 forms with project maps.

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $950,000 with an obligation of $837,700 in Federal funds.

CL:bkc
Attachments

cc: D. Allen
General Files
Lou Olson

Form 734-3122

9288

L.

CITY OF REDMOND

DESCHUTES COUNTY, OREGON

455 SOUTH SEVENTH STREET
REDMOND, OREGON 97756
PHONE 548-2148

January 30, 1981

Dale D. Allen
Region Engineer
Department of Transportation
Highway Division
Region 4
P.O. Box 5309
Bend, Oregon 97701

NOTED
E. S. HUNTER

This will be in response to your letter of January 26, 1981 to Jim Dixon, Northwest Commercial Inc. I reported on the subject at the regular council meeting of January 27, 1981 and recommended to the City Council that the city feel strongly that the request to include the interchange in the US 97 improvement project not be considered if it will in any way delay that project.

Of course, if it can be accomplished without affecting the project, we should have no problem. Although I am sure you realize that the city would like to have an opportunity to participate and review in the design of that interchange.

This action was supported by the City Council.

Sincerely,

Robert L. McWilliams
City Manager
City of Redmond

RLM:tt

2-4-81

H 8

RDE [✓ RE] [✓ RCE] PLA FAE
[✓ RTE] RECEIVED GEO
RUE FEB 3 [illegible] RDE
RSO REGION 4 RBE
ASSIGNED____________

9288 2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97701

NOTED
E. S. HUNTER

January 26, 1981

In Reply Refer to
File No.:

RECEIVED
TECHNICAL SE[illegible]
JAN 27 '81
REFER TO
FO
Info Inves R/D D/R

ROE RE RUE PLA FAE
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RTE JAN 2 RCE
RUE
RSO REGION 4 RBE
ASSIGNED

Jim Dixon
Northwest Commercial Inc.
454 Highland Drive
Medford, OR 97501

RE: Yew Lane Interchange
US 97, SCL Redmond

Dear Mr. Dixon:

We have followed up on your request last week to consider adding to our scheduled contract south of Redmond the ramps and structure for an interchange at Yew Lane.

Our initial reaction is that such a project could be beneficial to the State, City and your interests and will continue to work toward that end. However, to try to include the work as part of the Redmond SCL-Whittemore Road project scheduled for April creates several problems. The major one, being the time required to prepare agreements, cost estimates, foundation information, bridge design and right of way documents. If these items can be worked out without problems they will delay the letting until next fall. With a fall letting, the actual construction would likely be delayed until 1982. For the past year and one half, the Department's revenues have been seriously declining and it has been necessary to postpone several lettings. This job would then face that uncertainty.

[illegible]

As we discussed, I recommend we proceed with our contract and at the same time, continue with your proposal. It is quite likely that we could reach the necessary decisions before our contract is complete and take advantage of his crew and equipment.

Unless we hear differently from you or the City, we will proceed to develop an acceptable interchange layout. Upon completion of the layout, we will turn it back to you to have the actual bridge designed and cost estimates prepared. If these are acceptable and the right of way is cleared, we would assist in the necessary field work to construct the improvement. This latter work will require preparation of formal agreements spelling out the details. It is our understanding that all costs for this improvement, other than the preliminary layout, will be born by Northwest Commercial, Inc.

We should have this preliminary data in two to three weeks and will be back in contact with you at that time.

Dale D. Allen

NOTED
E. S. HUNTER

Dale D. Allen
Region Engineer

DA:mr
cc: Bob McWilliams-Bob Lammert will work closely with you on this.
E. S. Hunter, Adrian Olson

734-1827

9088

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-6-[illegible]

FEDERAL AID PROJECT NO. [illegible]4-2(8)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 10045

COUNTY NAME Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

11-17
orig

RECEIVED
STATE HWY ENGR
NOV 17 '80
REFER TO Moehring
FOR
Info Inves R/D D/R Sgn Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	11/6/80	Primary 4
		STATE ROUTE NUMBER: Primary 4

GENERAL LOCATION:

North Unit Redmond SCL - Whittemore Road Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage and utility preparatory work
☐ OTHER (Specify) TEC $21,500
F.F $18,952

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's PEA of 10/23/80.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11/6/80		for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-431-885

9288

L.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Redmond SCL Whittemore Rd (N Unit)

DATE: 10/14/80

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
OCT 16 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

☒ No significant conflict with the plans, policies or programs of state government have been identified [illegible]

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: G.L. Green
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(4)Engr.: D.D. Allen
Dist.(10)Engr.: R.L. Lammert

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8009 2 430

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

9-11-80

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
SEP 16 1980

P N R S STATE REVIEW

Project #: 8009 2 430   Due Date: OCT 16 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Noise Section Comments: Not enough information is presented to assess the noise impacts. Please send the noise study report for review and comment.

Agency DEQ   By Norm Jette 9-25-80

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
SEP 16 1980
DIVISION OF STATE LANDS

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 800[illegible] [illegible] 430   Due Date: OCT 10 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

✓ If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

9288

2

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

H. S. COULTER

In Reply Refer to
File No.: PRO 6

September 11, 1980

TO
Executive Department
Federal Aid Coordination Unit

Central Oregon Intergovernmental
Council
1106 W. Highland
P.O. Box 575
Redmond, Oregon 97756

FROM
D. E. Swan
D. E. Swan
Operation Programming Engineer

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 10
Section: Redmond SCL-Whittemore Rd. (N. Unit)
Highway: The Dalles-Calif. Hwy. US-97
County: Deschutes

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 13, 1980.

BLG:dmc
Attachments
cc:
G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg(3)
Gary Potter
W. J. Hart
Reg. 4 Engr: D.D. Allen
Dis. 10 Engr: R.L. Lammert
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
SEP 12 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Redmond SCL-Whittemore Rd. (N. Unit)			
11	12] PROJECT LOCATION—CITY The Dalles-Calif. Hwy. US-97	PROJECT LOCATION—COUNTY Deschutes	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Purpose of this project is to widen to four lanes with a continuous left turn lane. [71

06 12] The existing highway is a two lane road in an area that is rapidly becoming com- [71

07 12] mercialized. The widening is necessary to handle future increased volumes, smooth [71

08 12] the traffic flow, and create a safer traffic situation. See attached sketch maps [71

09 12] for project location and typical sections. - No alternatives for this unit. [71

10 12]

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	881,500	---	118,500	---	---	1,000,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☐ 27 · DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Sept. 11, 1980

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 Oct.	43] DAY [44 13	45] YEAR [46 1980

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Sept. 11, 1980

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date June 9, 1980

Section Redmond SCL-Whittemore Rd. N. Un it

City -- Hwy. No. 4

Highway The Dalles/California

Begin M.P. 122.15 Length 1.45

County Deschutes

Program Estimate $1,000,000.

Region 4

Funding Source FAP

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

Purpose of this project is to widen to four lanes with a continuous left turn lane. The existing highway is a two lane road in an area that is rapidly becoming commercialized. The widening is necessary to handle future increased volumes, smooth the traffic flow, and create a safer traffic situation. See attached sketch maps for project location and typical sections. - No alternatives for this unit.

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☐ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

No R/W taking nor any significant impact on the environment.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	4
Median (Yes/No)	No	Yes 14' Cont. Lt. Turn
Shoulders (Yes/No, Paved, Gravel)	Yes, Paved	Yes, Paved
Average Daily Traffic (Volume/Year)	10,000 - 1978	16,000 - 1998
Alignment (New, Combined, Existing)		Existing
Speeds (Posted/Estimated)	50 Posted	50 Posted

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	None
Estimated Number of Parcels	None
Residential Relocation (No.)	None
Business Relocation (No.)	None

2. Estimated Impact on Land Use:

None - the only land to be occupied will be the existing right-of-way.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Volumes will not be affected, nor will the pattern. The flow will be considerably smoother, with less slow-downs or stopping for turns. Safety will be enhanced.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None - the land to be occupied by the widened roadbed now condists of fill material, rock and brush

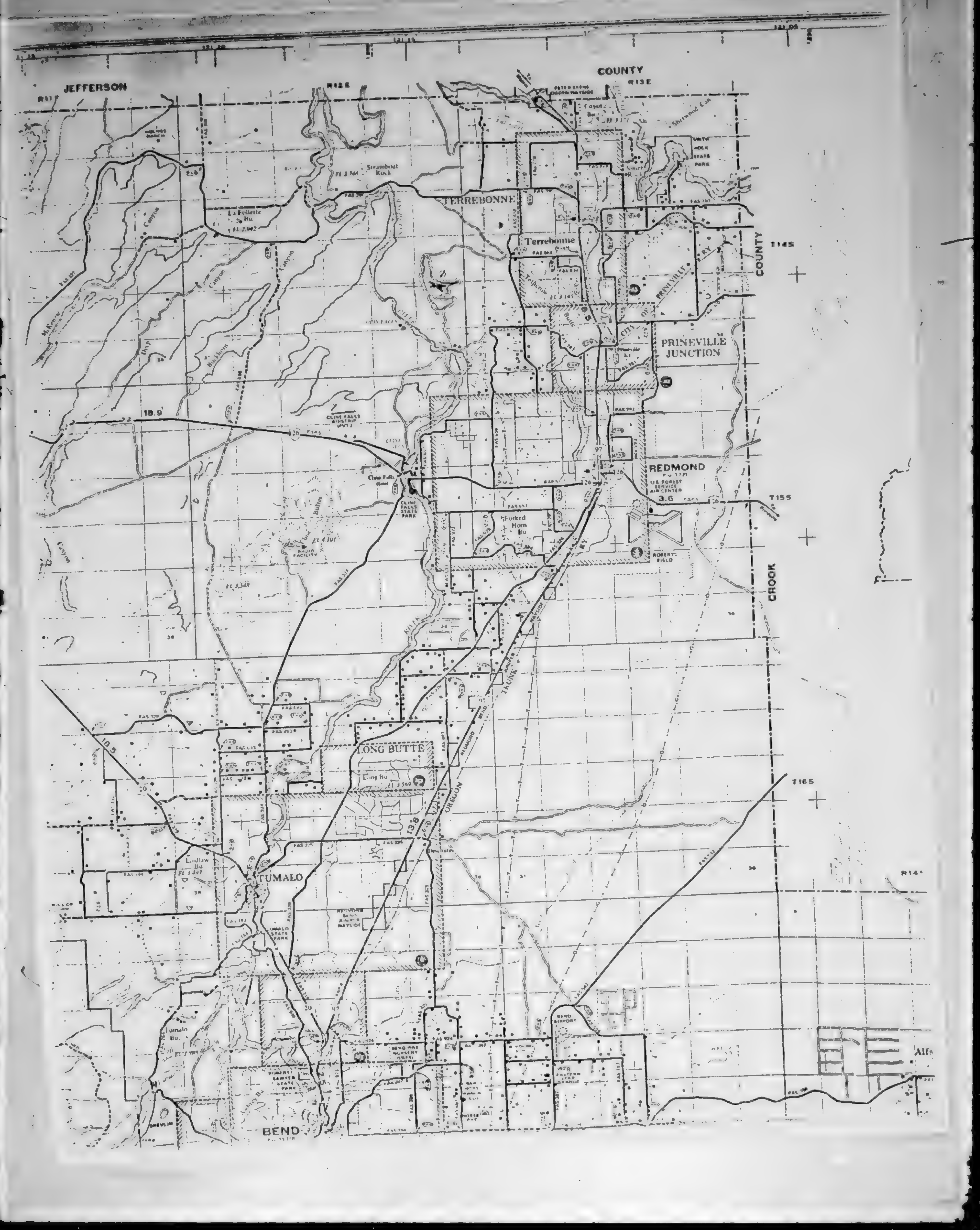
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None - See 2 and 4 above

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

The proposed southerly terminus of the project falls short of Yew Road, an intersection of high accident incidence, because of money limitations. This may cause criticism from the public and City officials.

Name of Preparer and Phone Number: John H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Buckhorn Canyon
Canyon
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Sherwood Can
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CITY OF PRINEVILLE RY.
PRINEVILLE JUNCTION
REDMOND
US FOREST SERVICE AIR CENTER
ROBERTS FIELD
Forked Horn Bu
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CLINE FALLS STATE PARK
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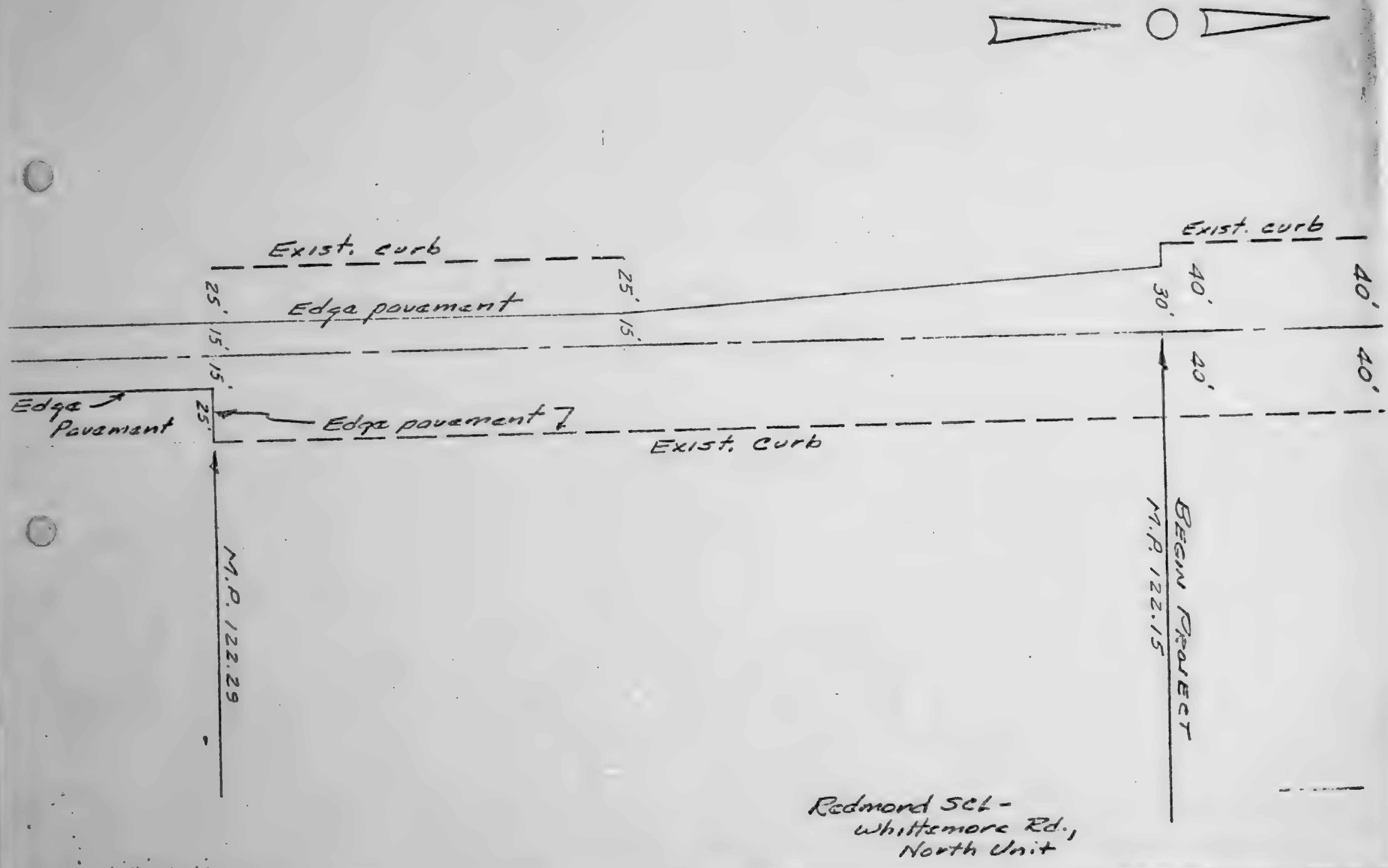

Exist. curb
Exist. curb
Edge pavement
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25'
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15'
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Edge Pavement
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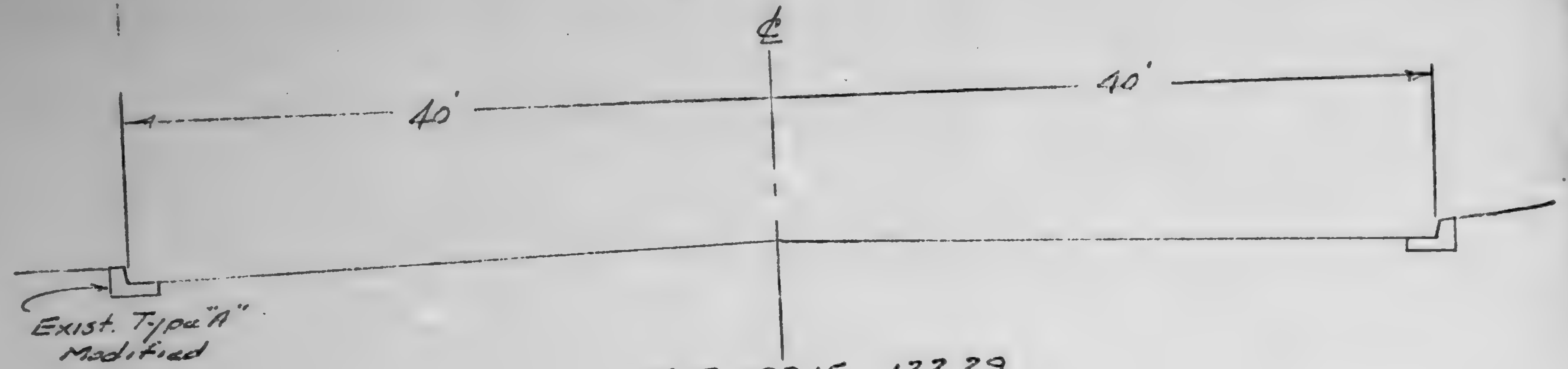
Edge pavement
Exist. Curb
M.P. 122.29
BEGIN PROJECT
M.P. 122.15

Redmond Sch -
Whittemore Rd.,
North Unit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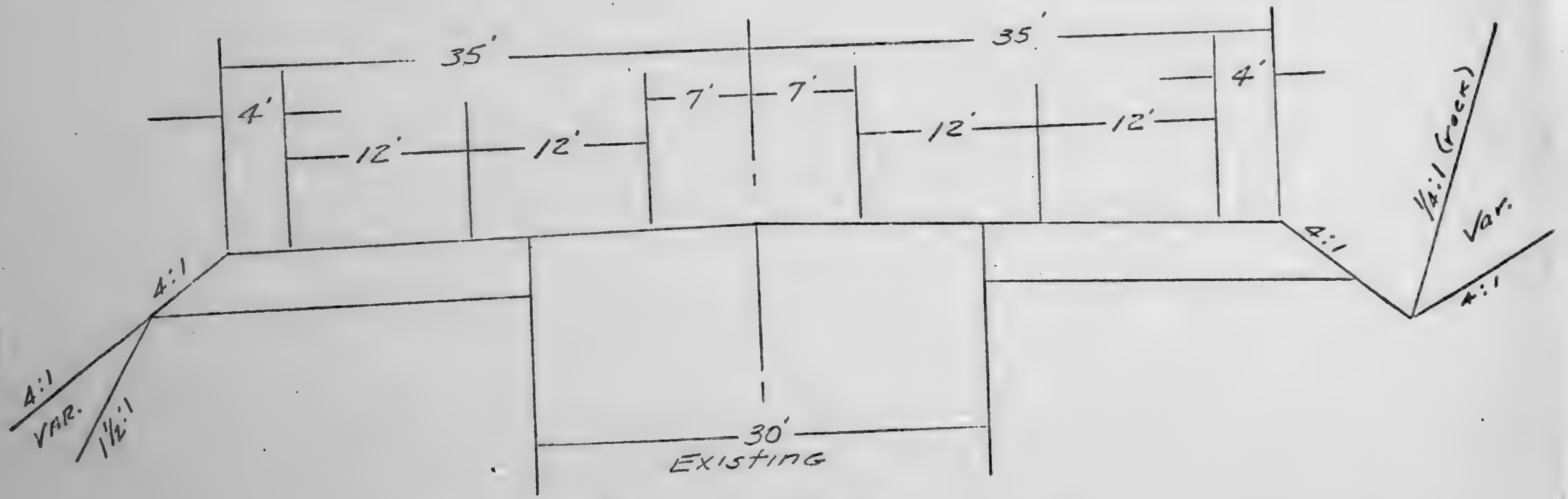
M.P. 122.15 - 122.29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4:1
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1½:1 (rock)
Var.
4:1
30'
Existing

M.P. 123.29 - 123.40
(M.P. 123.40 - 123.60 taper sect.)

TYPICAL SECTIONS

Redmond Sec. -
Whittemore Rd.,
[illegible]

9288

4

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

7-28-80

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Redmond SCL-Whittemore Road, North Unit

HIGHWAY NUMBER: 4

HIGHWAY NAME: The Dalles/California

REGION 4	ADMINISTRATIVE DISTRICT 10	COUNTY Deschutes	CITY
LENGTH 1.45	MILEPOST NUMBER 122.15 TO 123.60	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

This project appears on the 6-Year Plan, programmed for 1981.

The project is proposed to begin at M.P. 122.15, the southerly terminus of an 80 foot wide curbed section (see attached sketch). It is proposed to extend this section for 0.14 miles to M.P. 122.29.

The typical section southerly from M.P. 122.29 will consist of four travel lanes and a continuous left turn lane.

The existing roadway southerly from M.P. 122.29, to the end of the project, is 2-lanes with over 50 road approaches, both residential and commercial.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 10,000 1978

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☒	☐	☐
PROPOSED	☐	☐	☒	☐	☐	☐

DESIGN SPEED (MPH) 50	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☐ LIGHT ☒ MEDIUM ☐ HEAVY

REFERRED TO
Beard
Cole
Eriksen
Hager
Steudenmeyer
Mann ✓
Watson
Dorn
Leu
Discuss
Do File Copy
Due
Return
BY FINAL DESIGN ENGINEER

1 Versteeg
Anderson
2
3
Sullivan
Trout
4

RECEIVED
AUG 11 1980
ROAD DESIGN SECTION

APPROVED
Frank E. Nergin
Location Engineer
Date 7/28/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12 ft.	4 - 12 ft.
SHOULDERS	2 - 3 ft.	* 2 - 4 ft.
MEDIANS	--	1 - 14 ft. Continuous left turn lane
PARKING LANES	--	--
SIDEWALKS	--	--
BIKEWAYS	--	6' Shldr. Bike ways
INTERCHANGES	--	--
OTHER:	--	--

* AASHTO Minimum = 2-8' Shldrs.

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____	☐	☒	☐
Stream ____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☒	☐	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☐	☒
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Natural Gas - Power - Telephone
City Water - Sanitary Sewer

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	-	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(4)	1
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	5

RECOMMENDED CONSTRUCTION DATE April 1981 (Region) F 3Q '81 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Base rock or CTB equivalent	15"	
Level Course	2"	
AC	4"	4" + 1" leveling 2" + 1" Leveling in existing curbed section

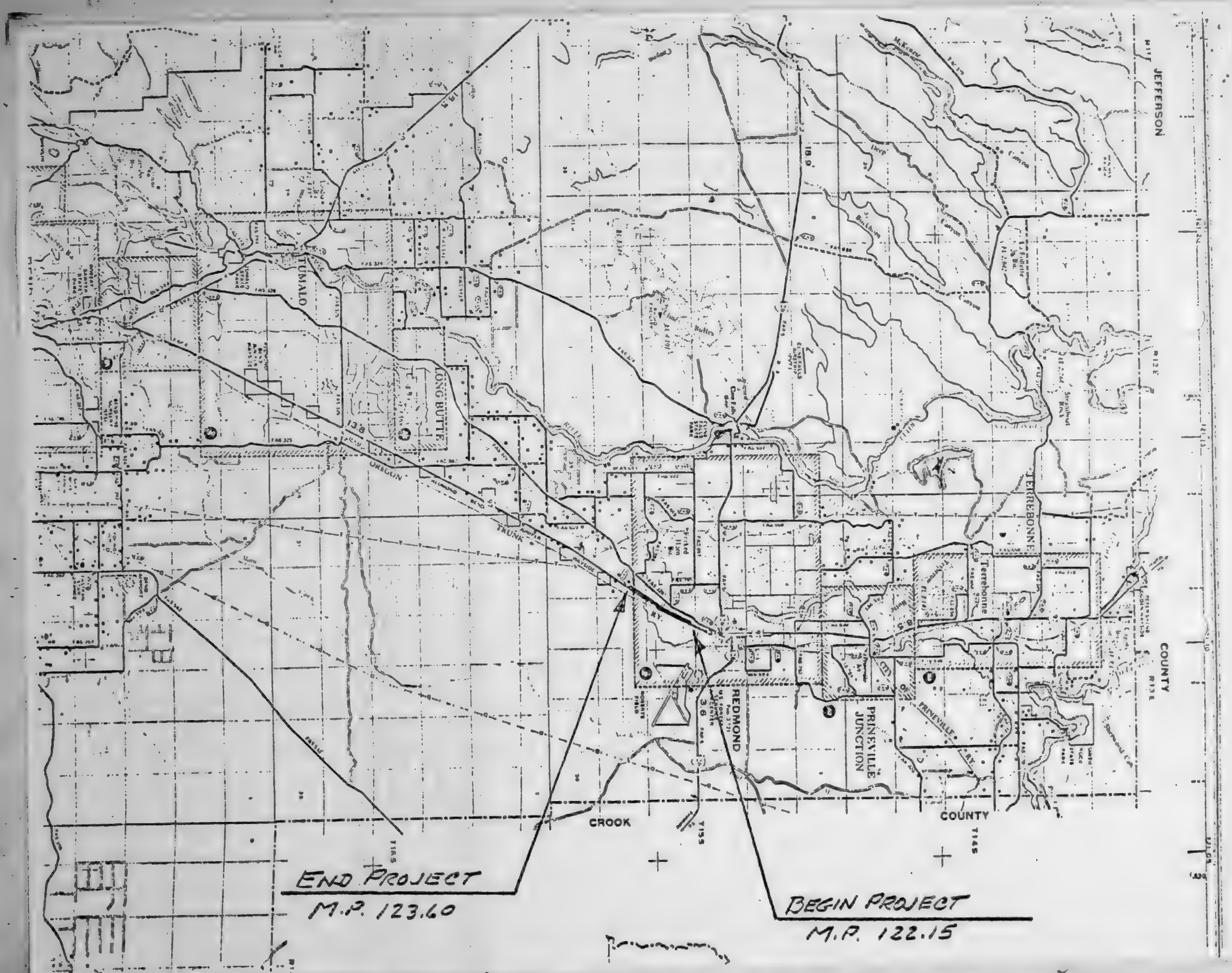
7 - TYPICAL SECTION AND LOCATION

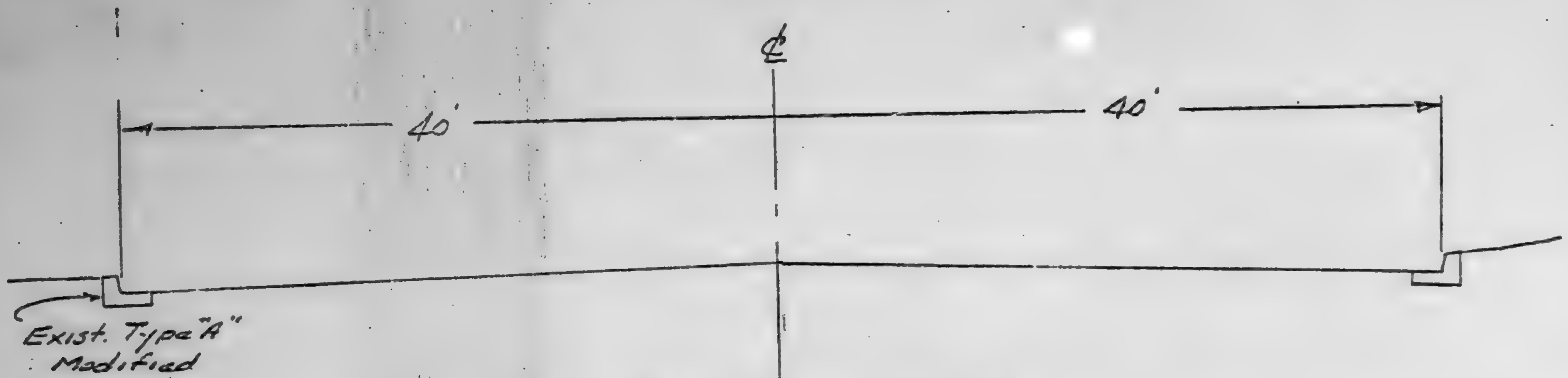
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

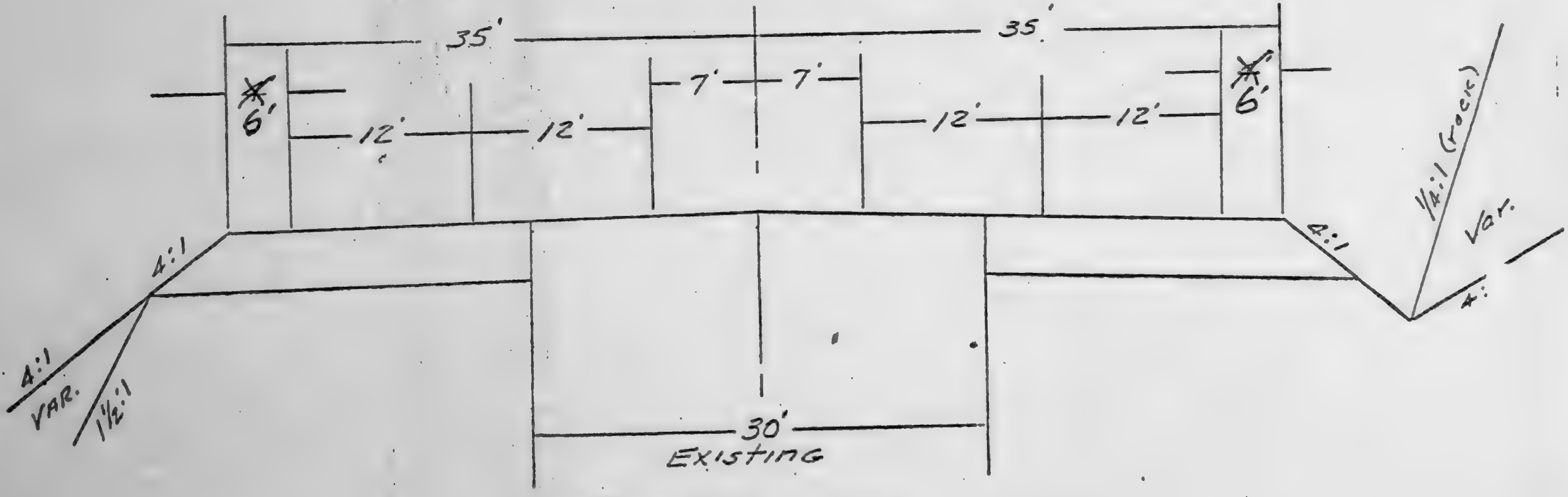
	REGION	SALEM
PRELIMINARY ENGINEERING ....10%........	103,900.	21.500'
RIGHT OF WAY		
TRAFFIC CONTROL	32,000.	35.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	1,007,000.	1.007.000
OTHER ________		
ENGINEERING & CONTINGENCIES ......20%........	207,800	207.800
PROJECT TOTAL	$1,350,700.	1.271, 300

SUBMITTED BY 6/9/80


JEFFERSON
COUNTY
TUMALO
LONG BUTTE
OREGON
TRUNK
13.8
18.9
TERREBONNE
Terrebonne
REDMOND
3.6
PRINEVILLE JUNCTION
PRINEVILLE
RY
CROOK
COUNTY
T14S
T15S
R11E
R12E
R13E
End Project
M.P. 123.60
Begin Project
M.P. 122.15


℄
40'
40'
Exist. Type "A" Modified

M.P. 122.15 - 122.29


35'
35'
6'
6'
12'
12'
7'
7'
12'
12'
4:1
4:1
VAR.
1½:1
4:1
¼:1 (rock)
Var.
4:
30'
Existing

M.P. 122.29 - 123.40
(M.P. 123.40 - 123.60 taper sect.)

TYPICAL SECTIONS

Redmond Sec -

4288

9-1301

STATE OF OREGON

INTEROFFICE MEMO

DATE: June 2, 1980

TO: E. S. Hunter
Asst. State Highway Engineer

FROM: Dale D. Allen
Region Engineer

SUBJECT: Redmond SCL-Whittemore Road
Project 417, Six-Year Plan

NOTED
E. S. HUNTER

I would appreciate your estimate of what quarter in FY 1981 the above project may go to contract. We have some county roads, city streets, and developments planned for this summer that normally would require channelization. If the project goes early next spring, we would include them as part of the design.

It is pretty much just an overlay and widening without curbs and a minor amount of grading. We hope to get the old field survey dusted off in the next two months and establish the project limits.

DA:mr

cc: J. H. Versteeg
Bob Lammert

[illegible]

RECEIVED
TECHNICAL SERVICES
JUN 5 '80
REFER TO
FOR
Info | Inves | R/D | D/R | ign | ct

Contains
Recycled
Materials
81-125-1387

1981 28th Ave.-34th Ave. Sec. 9289
of Hilyard St. in Eugene (Gr.,
paving, sig. & landscaping) #2

C&A 4661 – 5/7/80

28th – 36th Ave. Sec. &
29th – Alder St. to be
one project as per
Cliff Laux 3-24-81

9289

OREGON STATE HIGHWAY DIVISION

Rev. 2/21/86

ITEMIZED STATEMENT OF FINAL COSTS

DATE: February 19, 1986

M-1090(1); M-1145(1)

CITY: Eugene AGREEMENT NO: 4661 PROJECT NO: M-0000(36)

CONTRACT NO: 9289 SECTION: 28th Ave.-35th Ave. Section Hilyard St. & Amazon Parkway

PRELIMINARY ENGINEERING (M-1090(1) & M-1145(1), Prefix: 320-1949 & 320-1979):

	320-1949	320-1979
Project Manager ($26.40 Non-Partic.)	$ 363.03	$2,392.35
Final Design	2,034.47	77.80
Bridge Design	1,020.89	32.92
Preliminary Design	196.65	
Region Geology ($8.84 Non-Partic.)	716.29	3,824.17
Traffic Section	1,265.04	242.69
Landscape	461.38	
Region Utility Liaison ($1.41 Non-Partic.)	84.10	236.09
Location Section	23.05	
Program Section	626.75	
Specifications	7,630.87	
Administrative Services	(1,484.47)	4.55
Environmental Section ($10.43 Non-Partic.)	10,182.23	543.72
Planning Section		17.90
Public Hearing	349.92	
TOTAL P.E. COST	$23,470.20	$7,372.19

TOTAL PE COST	$ 30,842.39
Less Federal Funds	(24,189.94)
BALANCE	$ 6,652.45
Less State Share: 50% of ($6,652.45 - 47.08) =	(3,302.69)
CITY SHARE	$ 3,349.76

CONSTRUCTION (M-0000(36) Prefix: 320-1038):

Payment to Contractor ($1,250.15 CR. Non-Partic.)	$1,485,318.50
Interest on Final Payment (Non-Partic.)	613.35
SFO #1 Permanent Striping	2,509.29
SFO #2 Repairs to Sewer Line (Non-Partic.)	1,250.15
Construction Engineering	23,863.75
Construction Engineering by City	133,717.95
Signing	33.24
Audit Expense	900.15
Program Section	406.97
Salem Lab	4,432.50
Portland Lab	10.05

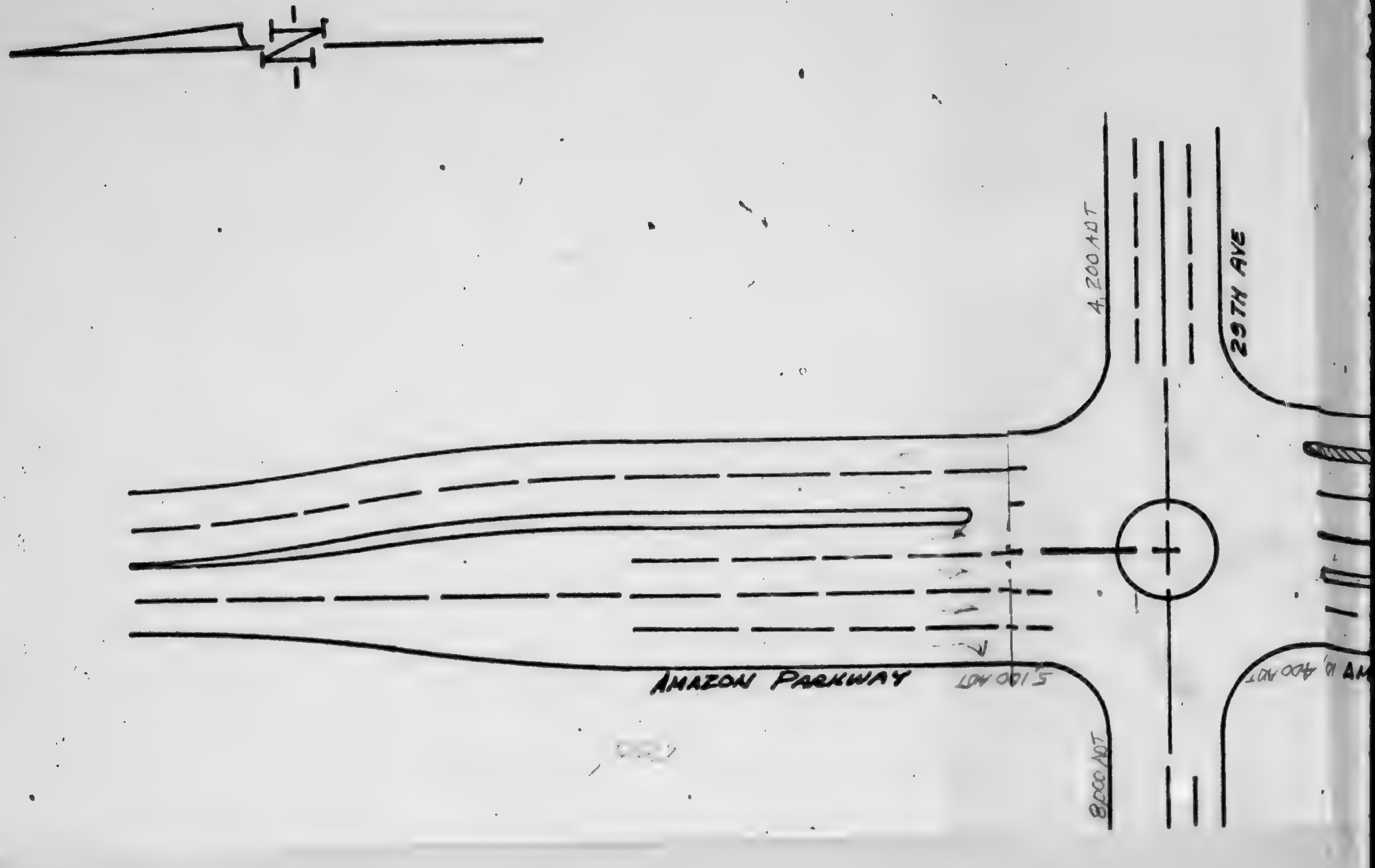
Eugene Lab	322.92
Technical Services	825.92
Construction Section	2,470.80
Training	339.90
EEO Monitoring	267.40
TOTAL CONSTRUCTION COST	$1,657,282.84
Less Federal Funds	(1,458,999.38)
BALANCE	$ 198,283.46
Less State Share: 50% of ($198,283.46 - 613.35) =	(98,835.06)
CITY SHARE	$ 99,448.40

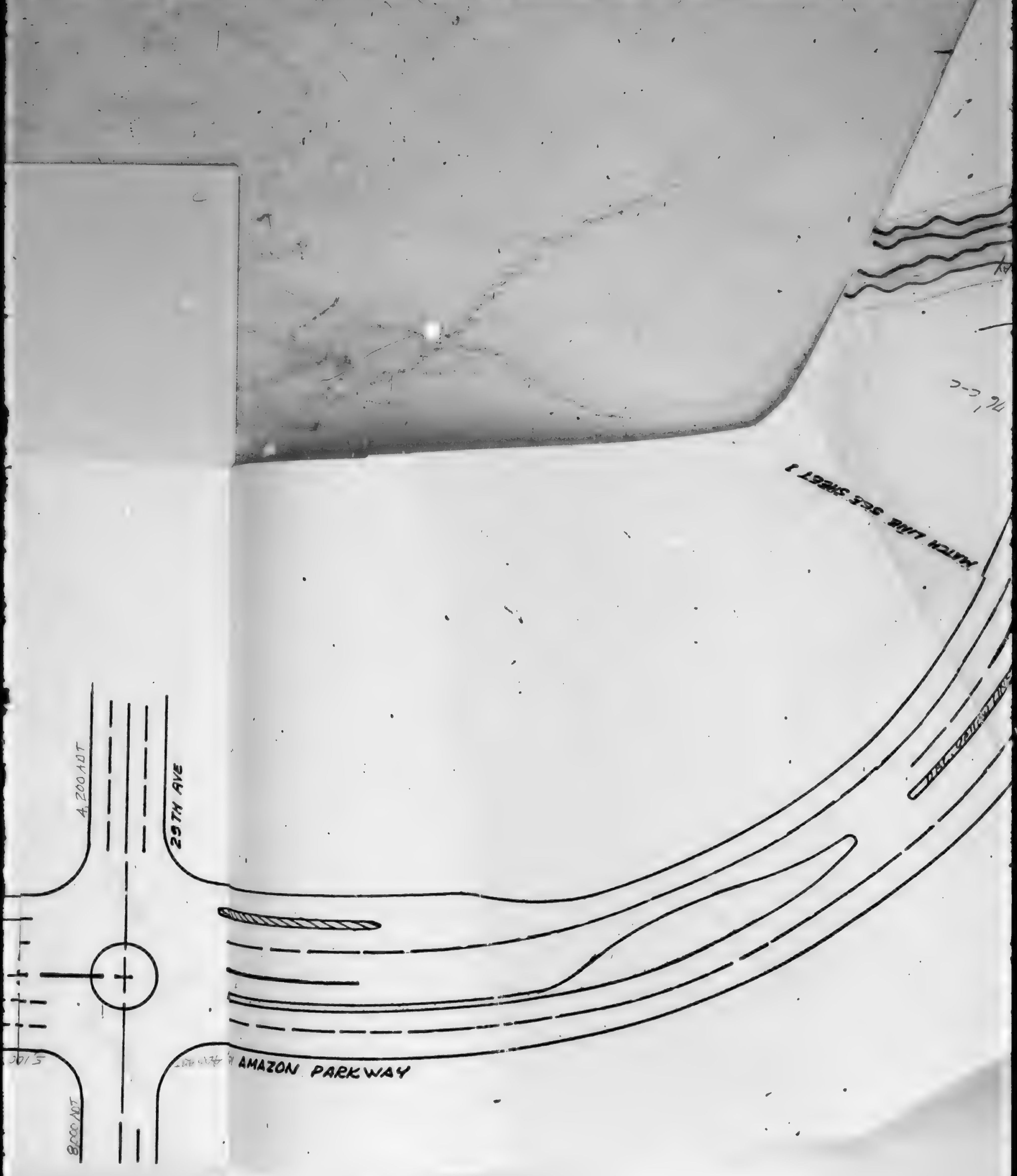
SUMMARY

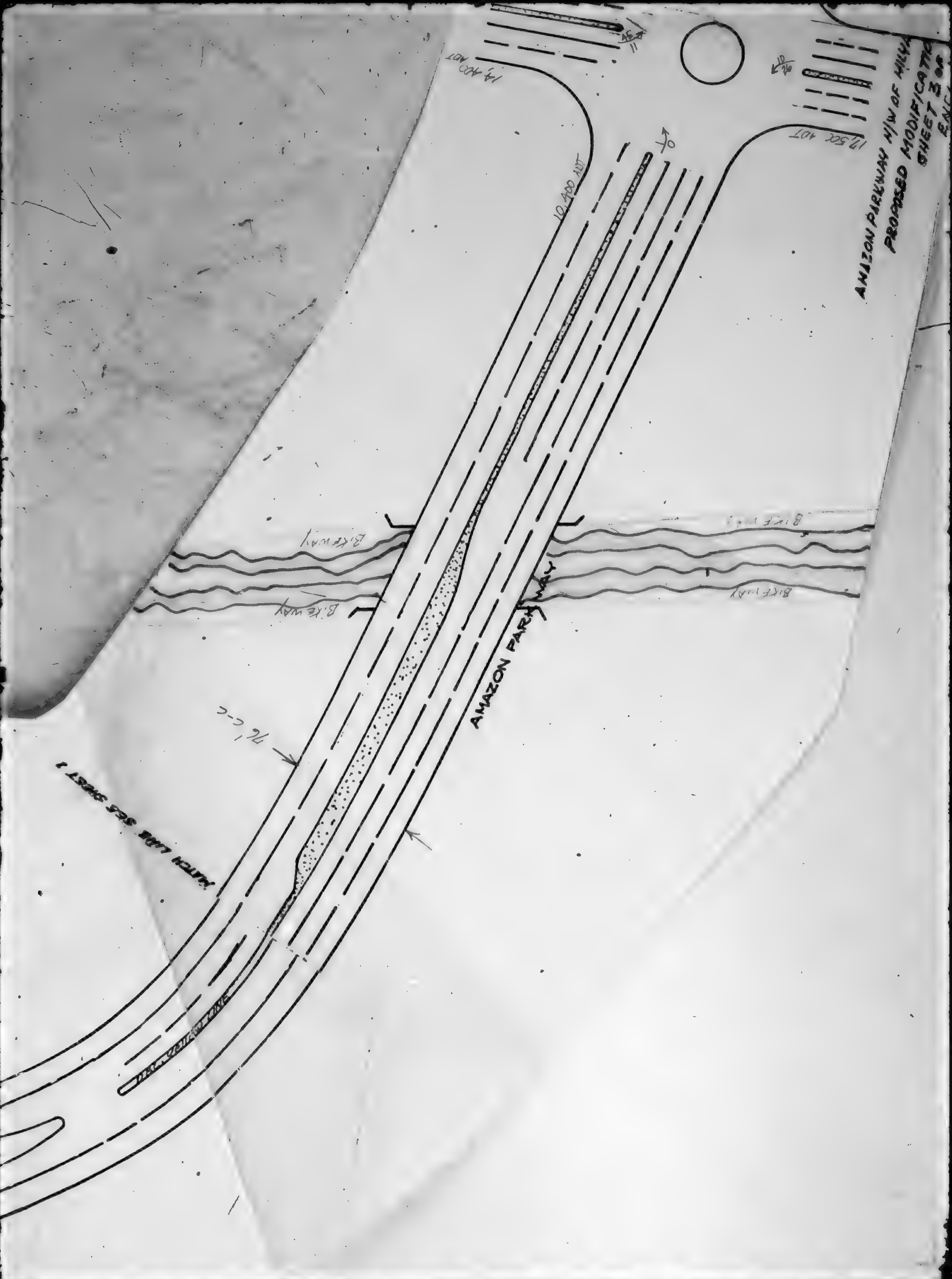
City Share PE Cost	$ 3,349.76
City Share Construction Cost	99,448.40
TOTAL CITY SHARE	$ 102,798.16
Less Credit for Work by City	(7,902.73)
Less PE Advance Deposit 2-14-73	(2,100.00)
Less Const. Advance Deposit 5-21-81	(97,200.00)
REFUND DUE CITY	$ 4,404.57

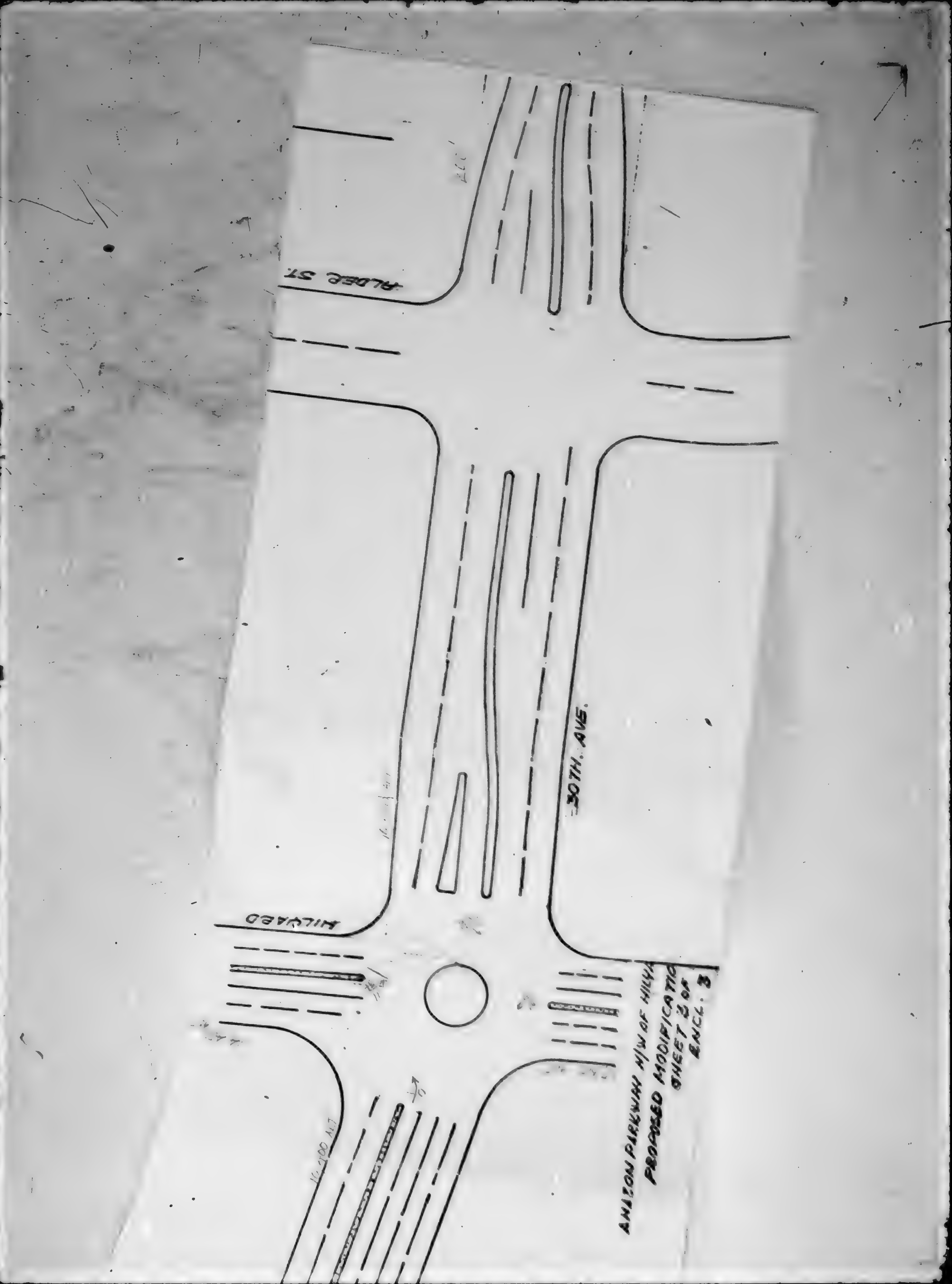
GEZ:me
cc: J. Peterson
J. Ayres
LPG Files

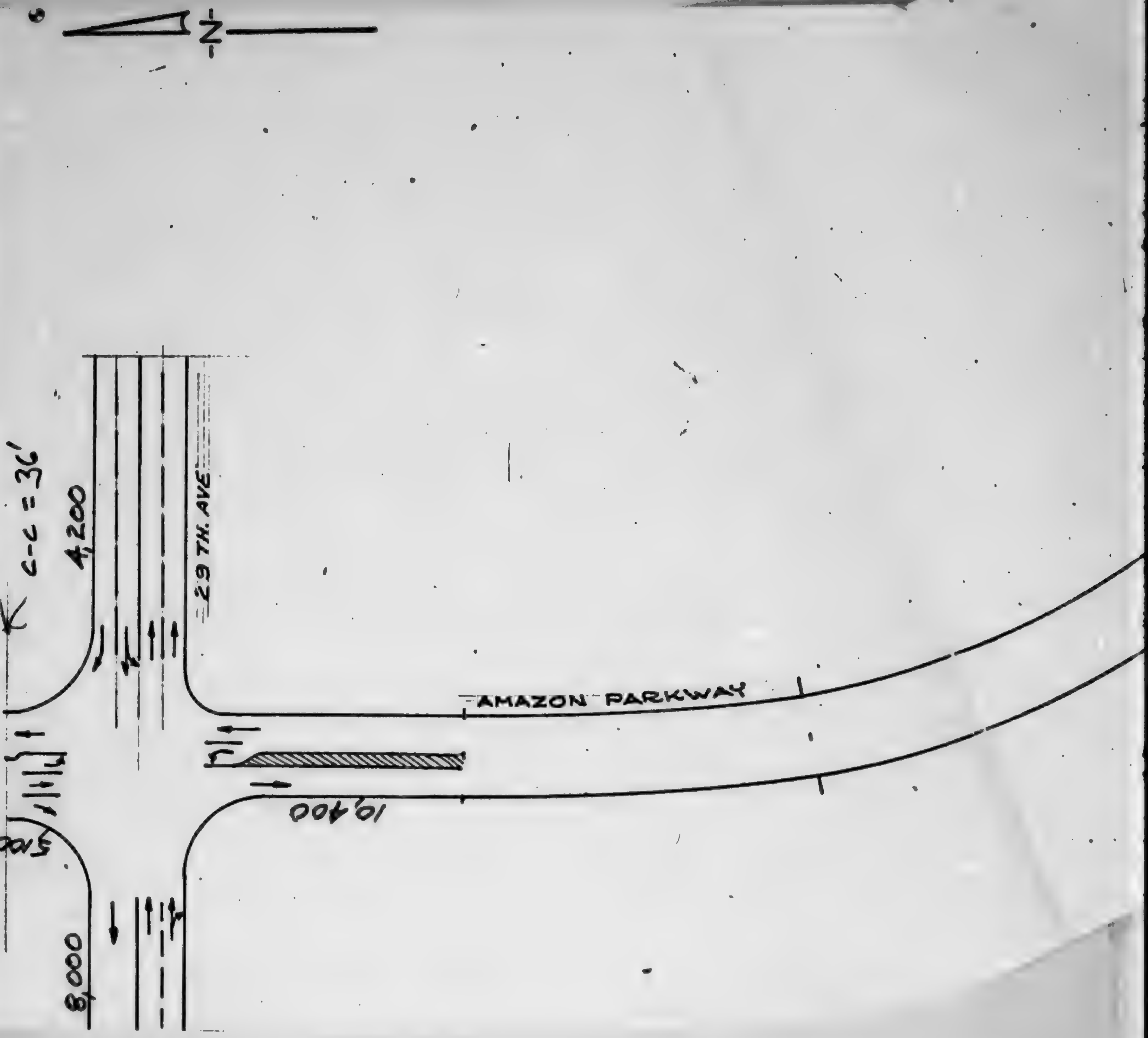
9287 1972

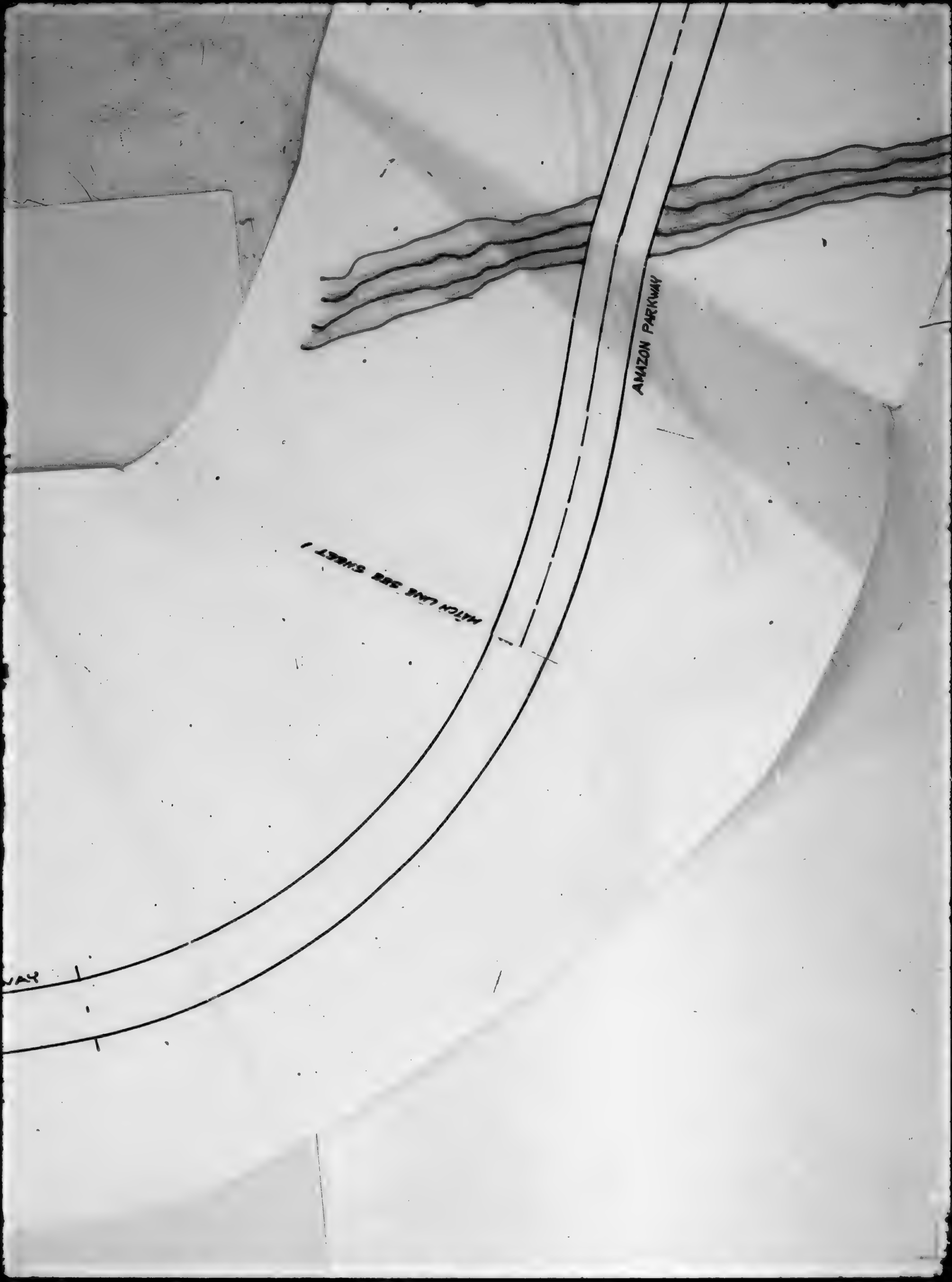

4,200 ADT
29TH AVE
AMAZON PARKWAY
5,100 ADT
10,400 ADT
AM
8000 ADT

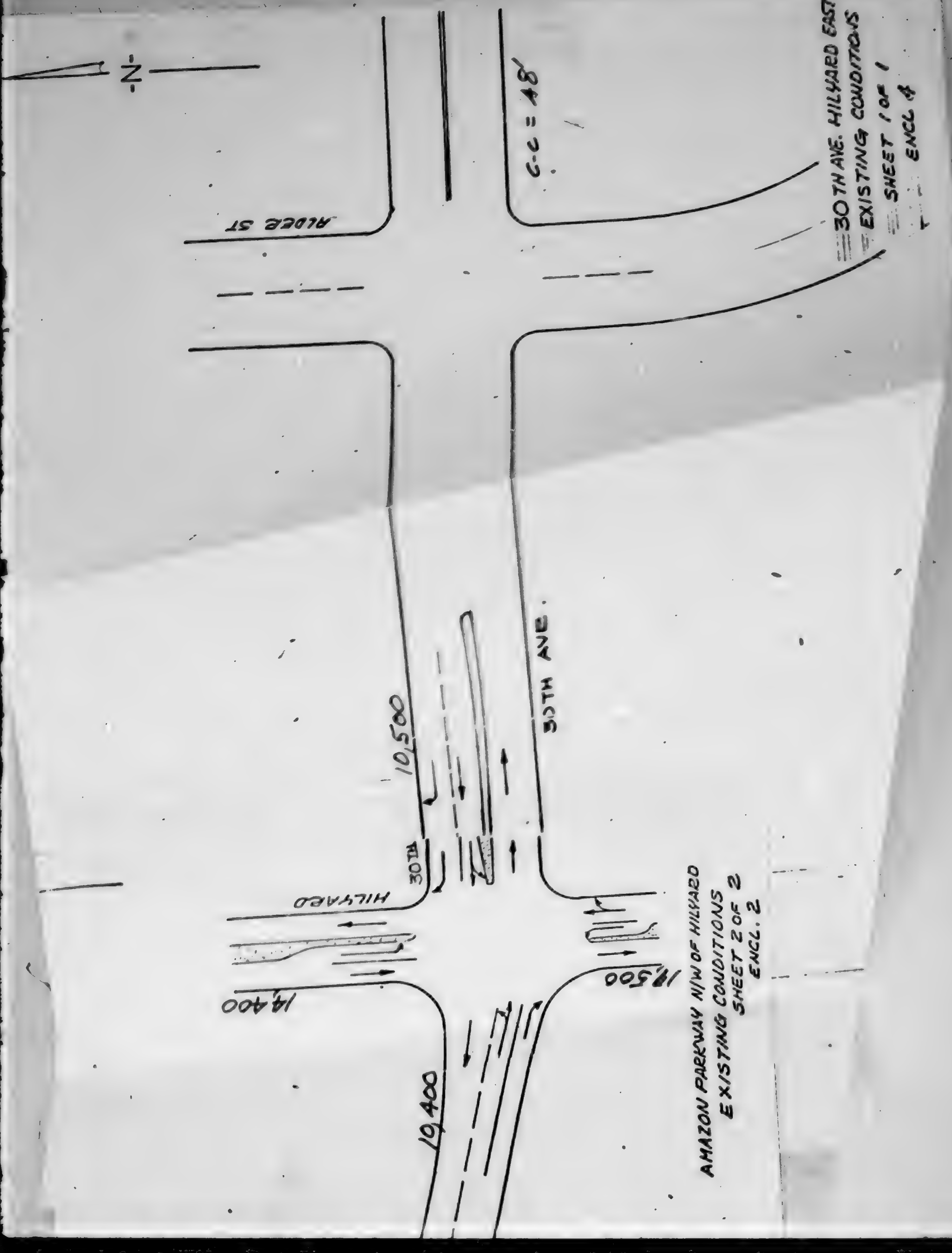

MATCH LINE SEE SHEET 1
4,200 ADT
25TH AVE
8,000 ADT
AMAZON PARKWAY


AMAZON PARKWAY N/W OF MILWA
PROPOSED MODIFICATIO
SHEET 3 OF
ENG
14,400 ADT
17,500 ADT
10,400 ADT
BIKEWAY
BIKEWAY
BIKEWAY
BIKEWAY
AMAZON PARKWAY
76' c-c
MATCH LINE SEE SHEET 1


ALDER ST.
30TH. AVE.
HILYARD
16,000 ADT
AMAZON PARKWAY N/W OF HILYA
PROPOSED MODIFICATIO
SHEET 2 OF
ENCL. 3


N
c-c = 36'
4,200
29TH. AVE
AMAZON PARKWAY
10,400
5100
8,000


AMAZON PARKWAY
MATCH LINE SEE SHEET 1
WAY


N
ALDER ST
C-C = 48'
30TH AVE.
10,500
30TH
HILYARD
14,400
14,500
10,400

30TH AVE. HILYARD EAST
EXISTING CONDITIONS
SHEET 1 OF 1
ENCL 4

AMAZON PARKWAY N/W OF HILYARD
EXISTING CONDITIONS
SHEET 2 OF 2
ENCL. 2

9289

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1112-85

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

PAID BY

(For use of Paying Office)

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITOL BUILDING
SALEM, OREGON 97310

STATE
OREGON

VOUCHER PERIOD
FROM 4/8/81
TO 10/17/84

Post

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-0000(36)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
1,516,966.07	1,514,270.75	8818	3 1,3~~2~~5,283.95	3 1,3~~2~~5,283.95	$ 0.00
140,316.77	140,298.74	8818	123,715.43	123,715.43	$ 0.00
*	(11,340.44)	8818	IGNORE THIS FOR NOW (10,000.00)	(10,000.00)	$ 0.00
$1,657,282.84	$1,643,229.05	0.00	$1,438,999.38	$1,438,999.38	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY Oregon

DATE 11/12/85

SIGNATURE OF AUTHORIZED OFFICIAL

CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

*TO GIVE $10,000 FEDERAL DOLLARS ON THE BID RIGGING SETTLEMENT FOR STEEL REINFORCING BAR ON FAUS FUNDS.

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	28TH Avenue - 34TH AVENUE (EUGENE) (HILYAR STREET) (AMAZON PARKWAY) LANE COUNTY					
	Construction Type Code 6104 Roadway (Hilyard Street STA "L" 23+00 to STA "L" 50+45) (Amazon Parkway STA "AP" 27+00 to STA "AP" 44+45 and (STA "TA" 0+00 to STA "TA" 6+50)).					
	Final contract Paument Summary	LUMP SUM			$1,131,641.96	
FO #1	Permanent Pavement Striping (ity of Eugene)		ALL REQ.		2,509.29	
	TOTAL PARTICIPATING TYPE CODE				$1,134,151.25	
	Type Code X080 Structure, Br.#16530 (STA "L" 42+5545 to STA "L" 43+27.85)					
	Final Contract Payment Summary	LUMP SUM			64,497.66	
	Type Code Y031 Signals (Hilyard and Amazon Parkway/30th Avenue) (Hilyard and E. Amazon Drive/ 33rd Avenue) (Hilyard and W. Amazon Drive 34th Avenue) (Amazon Parkway and 29th Avenue)(Hilyard and 29th Avenue)					
	Final Contract payment Summary	LUMP SUM			290,429.03	
	Total Participating Construction Cost				$1,489,007.94	
	Construction Engineering					
	Work by City of Eugene	All Required			133,717.95	
	State	All Required			32,706.05	
	Liquidated Damages	All Required			[2,100.00]	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				$164,324.00	
	Misc. Project Cost					
	Audit Expense	All Required			900.15	
	EEO Monitory Expense	All Required			267.40	
	TOTAL MISC PROJECT COST				$1,167.55	
	TOTAL PARTICIPATING PROJECT COST				$1,654,569.49	
	AMOUNT CARRIED FORWARD					

FORM PR-20B (REV. 5-66)
FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966
IN LIEU OF SF-1166

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT
(PPM 30-6)

FEDERAL AID PROJECT	STATE OREGON	
	COUNTY MARION	
	NUMBER	SECTION

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Less: Credit for Bid Rigggin Settlement Steel Reinforcing FAUS Funds of $10,000 (Per letter dated 12/26/84)				[11,340.44]	
	TOTAL PARTICIPATING PROJECT COST AFTER CREDIT				1,643,229.05	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			613.35	
	Final Contract Payment Summary	Lump Sum			[1,250.15]	
SFO #2	Repairs made to Contractor damages sewer line- City of Eugene.	All Required			1,250.15	
	Time Extension	Lump Sum			2,100.00	
	TOTAL NON PARTICIPATING PROJECT COST				$2,713.35	
	TOTAL PROJECT COST				$1,657,282.84	

Prepared based on the participating cost as shown on the Federal Billing as of 7/3/85.

City of Eugene's Share of Project Cost $7,902.73 show as a "294" function on the J.C.S.

PREVIOUS EDITIONS ARE OBSOLETE

USCOMM-DC 27329-P66

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
				AMOUNT CARRIED FORWARD.......		

USCOMM-DC 27329-P66

FORM PR-20B (REV. 5-66)

GP [illegible]07-844

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

28TH AVE-34TH AVE(EUGENE) CONT NO 9289 * FA PROJ NOS M 0000036 98 M 0000036 02 STATE

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
Pay contr.	320	1038	201	00 P 1		452.75	1,346,881.88	81	84
"	320	1038	201	00 P 8			139,686.77	81	83
" "	320	1038	201	00 N 1			1,250.15CR	83	83
CR. Liq. Dam	320	1038	203	00 P 1			2,100.00CR	81	83
" "	320	1038	203	00 N 1			2,100.00	83	83
Interest	320	1038	206	00 N 1		601.08	601.08	84	84
"	320	1038	206	00 N 8		12.27	12.27	84	84
SFO#1	320	1038	270	01 P 1			2,509.29	82	83
	320	1038	270	20 P 1		11,340.44CR	11,340.44CR	85	85
	320	1038	270	20 N 1		11,340.44	11,340.44	85	85
CR work by Loc Gov.	320	1038	294	00 N 1			2,902.73CR	82	83
TR City	320	1038	295	00 N 9			97,200.00	81	82
" St	320	1038	296	00 N 9		8,999.95	1,546,199.38CR	81	85
" FED	320	1038	298	00 N 9		8,999.95CR	1,448,999.38	81	85
CONST. ENGR	320	1038	900	00 P 1		12.32	21,504.39	81	84
" "	320	1038	900	00 P 8			436.17	81	84
" "	320	1038	900	00 N 1			~~138.11~~	81	83
" "	320	1038	900	00 N 8			~~2.82~~	81	83
PAY LOC GOV.	320	1038	903	00 P 1			133,717.95	82	83
SIGNING	320	1038	911	00 P 1			32.58	81	82
"	320	1038	911	00 P 8			.66	81	82
AUDIT	320	1038	915	00 P 1			883.60	83	84
"	320	1038	915	00 P 8			16.52	83	83
PROG SEC.	320	1038	920	00 P 1			392.24	81	81
"	320	1038	920	00 P 8			8.13	81	81
ADMIN ON RET	320	1038	928	00 N 1		10.77	~~[illegible]~~	82	84
" "	320	1038	928	00 N 8		.22	~~2.84~~	82	84
SALEM LAB	320	1038	940	00 P 1		35.89	4,366.89	81	84
" "	320	1038	940	00 P 8		.73	65.61	81	84
PORT. LAB	320	1038	941	00 P 1			9.86	81	82
" "	320	1038	941	00 P 8			.19	81	82
EUGENE LAB	320	1038	942	00 P 1			316.48	81	82
" "	320	1038	942	00 P 8			6.44	81	82
TECH. SERV.	320	1038	944	00 P 1			809.40	81	84
" "	320	1038	944	00 P 8			16.52	81	84
CONST. SEC.	320	1038	945	00 P 1		493.55	2,421.39	81	84
" "	320	1038	945	00 P 8		10.03	49.41	81	84
CONST. ENGR	320	1038	948	00 P 1			1,923.04	81	83
" "	320	1038	948	00 P 8			.15	83	83
TRAINING	320	1038	950	00 P 1			337.10	82	83
"	320	1038	950	00 P 8			6.80	82	83
EEO MONITOR	320	1038	985	00 P 1			262.06	81	83
" "	320	1038	985	00 P 8			5.34	81	83
			TOT	P1		10,345.93CR	1,502,930.31		
			TOT	P8		10.81	140,298.74		
			TOT	N1		11,952.29	5,170.44		
			TOT	N8		12.49	18.03		
** JOB TOTALS **					**	1,629.66 **	1,648,417.52 **		

STATE COPY

rll

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

RECEIVED
STATE HWY ENGR
OCT 18 '84
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act

REGION NO. 10	REPORT NO. 3	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 10/15/84	REPORT MADE BY 10-15-84 W. N. Bryant, Area Engineer		PROJECT NO. [illegible] M-0000(36)
COMPLETION DATE (Actual) 6/22/82	ACCEPTANCE DATE BY CONRTACT AGENCY 7/30/84	TIME ELAPSED See Below %	CONTRACT TIME See Below

LOCATION

City Streets, Hilyard, Amazon Parkway, and 30th Avenue in the City of Eugene

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

NOTED
W. E. SCHWARTZ

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

28th AVENUE - 34th AVENUE
HILYARD STEET
Grading, Paving, Signals, & Landscaping

This project provided for the construction of roadbed grading, cement treated subgrade, asphaltic concrete pavement, PCC walks and bike paths, widening (22') of a structure crossing Amazon Creek, signing and traffic signal, furnishing and planting of trees, schrubs and vines, and seeded lawn construction.

A contract in the amount of $1,518,642 was awarded Morse Bros. Contractors, Lebanon, Oregon, on 5/21/81. Work began on 6/12/81 and was completed in reasonably close conformance with specification requirements, including approved changes, on 6/22/82, except for that work required during the establishment period at a final estimated cost of $1,655,110.24 which includes $1,467,701.33 for original bid item work, $17,034.79 for work completed under approved price agreements, $582.38 for approved force account work, $2,509.29 for State force work and $167,282.45 for construction engineering. The work required under the establishement period was satisfactorily completed the fall of 1983.

The contract time for completion of work specified three completion dates as follows:

a) All work to be done under the contract except for bus shelters, signing, traffic signals and landscaping completed prior to 10/15/81.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 10/17/84	TITLE Field Operations Engineer	DATE 10/17/84

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

b) All work except lawn construction completed prior to 11/30/81.

c) Lawn construction completed prior to 5/15/82.

These specified completion dates were exceeded by 20 days under (a), 21 days under (b), and 38 days under (c). A time extension request which eliminated all liquidated damages was approved on 9/8/83.

All overruns and underruns have been satisfactorily explained. A copy of this explanation is attached to the Division Office copy of this report.

Final acceptance of the project is recommended.

9289

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Baker Rock Crushing Co. Contract No. 9688	Quartz Creek Bridge Clatsop County	6/11/84
Babler Bros., Inc. Contract No. 9345	SE 82nd Ave.-SE 92nd Ave. Multnomah County	7/26/84
Morse Bros. Contractors, Inc. Contract No. 9289	28th Ave.-34th Ave. (Eugene) Lane County	7/30/84
Cascade Construction Co., Inc. Contract No. 9402	Waterfront Development Proj. Multnomah County	7/31/84
Kniesteadt and Sons Contract No. 9636	Cove Cr. (Winona Rd.) Br. Josephine County	7/31/84
Cherry City Electric, Inc. Contract No. 9721	Pac. Hwy. E. @ Young St. (Woodburn) Marion County	8/6/84
Signal Construction Co. Contract No. 9726	Tualatin Valley Hwy. @ SW 160th Ave. Washington County	8/6/84
Warren-Pacific Corp. Contract No. 9413	Col. River Bridge-SE Powell Blvd. Multnomah County	8/7/84
Eterna-Line, Inc. Contract No. 9643	Washington Co. Pavement Marking #2 Washington County	8/13/84

EXPENDITURE RECAP

	ABOVE PROJECTS	FY TO DATE
Original Authorization	$4,637,659.77	$18,989,590.74
Anticipated Costs	$4,915,245.55	$21,582,068.51
% Overrun (Underrun)	+6.0%	+13.7%

August 20, 1984

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9289

t

August 6, 1984

Safeco Insurance Co.
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 5
#9289

Gentlemen or Ladies:

On August 2, 1984, we wrote to you concerning release of final payment on Contract No. 9289 awarded to Morse Bros. Contractors, Inc. for work on the 28th Avenue-34th Avenue Section of Hilyard Street in Eugene in Lane County.

Final payment on this contract is $452.75. The total contract amount is $1,485,318.50 including $582.38 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Morse Bros. Contractors, Inc.
PO Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
James J. Gix

92×9

5

September 8, 1983

Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

CON

Time Extension Request
28th Street-34th Street
Contract No. [illegible] 9289
FAP No. M-0000(36)

Your request for additional contract time in which to complete the above project has been carefully reviewed. Adjustment of contract time for completion of this contract is granted as follows:

Phase A: The specified date of completion of this phase of the contract is adjusted to November 4, 1981 due to the performance of extra and altered work.

Phase B: The specified date of completion of this phase of the contract is adjusted to December 21, 1981 due to the performance of extra work and a delay in the traffic signal turn-on.

Phase C: The specified date of completion of this phase of the contract is adjusted to June 22, 1982 due to conditions deemed by the engineer to be unsuitable for performance of the required work.

The above adjustments of contract time will eliminate all liquidated damages under this contract.

/s/ C.O. Fredrickson

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

NOTED
W. E. SCHWARTZ

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Jim Gix w/att.
Doug Greene w/att.
Dave Reinhard w/att.
Bob Church Note: Seven calendar days under Phase B is FHWA non-participating since it was a City of Eugene Delay

734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Eugene, Oregon
August 15, 1983

FROM: D. W. Greene
D. W. GREENE
Project Manager

TO: Jim Gix
Region Engineer

SUBJECT: 28th to 34th on Hilyard Ave.
City of Eugene
Lane County
Contract No. 9289
Request for Time Extension

Enclosed is the contractor's request for increase in number of workdays to complete the subject construction contract.

We are in agreement with the City of Eugene's Recommendations.

9-2-83

W.E. Schwartz -
I concur with Region and Project Manager and recommend time extension as follows:

Phase "A" 20 calendar days (8 workdays for P.A. work; 6½ W.D. for altered work = 14½ W.D. X 1.4 = 20.3 CD)

Phase "B" 21 Calendar days (14 C.D. for P.A work; 7 C.D. for City delay in signal turn-on)

Phase "C" 38 calendar days (due to conditions unsuitable for perform of the work. Std. Spec 108.07)

O. B. Jackmond

LDL:cdh
Enclosure
copy to:
File

8-19-83
cc: O.B. Jackmond ✓ Phases "A" & "B" appear clear-cut Phase "C" is another matter. However, It would appear we gave the Contr. an impossible situation & I am inclined to go along with all requested add. time.

J.X.W.

ROSEBURG REGION
RECEIVED
AUG 16 1983

RE	~~ACE~~	RUS	RDS	FAS
RTS	ATS	TI	RSR	RPR
RLE	GEO	RBI	SEC	AA

RECEIVED
AUG 22 1983
CONSTRUCTION SECTION

___ CE
___ CAE
___ FOE
___ QCS
___ SCS
___ ESO
___ OM
___ CA
___ LS
___ TC
___ FE
___ CP

9289 FORM 734-[illegible]

5

FIELD ENGINEER'S WEEKLY [illegible]PORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 28th Ave.-34th Ave.		WEEK ENDING: July 23, 1983 SECTION PREFIX: 320-1038
	HIGHWAY: Hilyard St. (Eugene)	COUNTY: Lane
NAME OF JOB:	KIND OF WORK: Grading, Paving, Signals and Landscaping	
CONTRACTOR: Morse Bros. Contractors, Inc.	CONTRACT NUMBER: 9289	FEDERAL AID PROJECT NUMBER: M-0000(36)
DATE OF CONTRACT: May 21, 1981	DATE WORK STARTED: June 12, 1981	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS:	WORK DAYS USED EXCESS CALENDAR DAYS USED a)20 b)21 c)38
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED:
PROJECT AUTHORIZATION: $1,743,797.25		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $1,619,793.89	ENGINEERING AUTHORIZATION: $124,003.36	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,476,750.96	THIS WEEK 0 ENGINEERING COST TO DATE: $175,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT: XXXXXX UNDERRUN . . . . . . 8.8 %	PERCENT OF AUTHORIZATION . . . . . . 141 %	DATE PROJECT WAS COMPLETED: June 22, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	SIGNALS	
100	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Lump Sum	26,630 Ton			6,100 Ton
TOTAL QUANTITIES CORRECTED TO DATE	Lump Sum	26,410 Ton			6,420 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	26,410 Ton			6,420 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16530							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

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RECEIVED
JUL 25 1983
CONSTRUCTION
SECTION

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	No activity.

REMARKS

Semifinal in progress by City of Eugene. Third notification pending acceptance of lawn construction by city.

Project data transmitted to Doug Greene for finalization.

SIGNED David L. Jones, Project Manager LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

9289

4-18-83

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: 28th - 34th Ave.

HIGHWAY: Hilyard St.

COUNTY: Lane

CONTRACT: 9289

PREFIX: 320-1038

FAP NO.: M-0000 (36)

RECEIVED
[illegible] 27 19[illegible]
ROAD DESIGN SECTION
Versteeg ✓
Anderson ✓
2 Adams ✓
Macnab
2 Stoudenmeyer
Turpin
Trent
Wakerlig
Do Not File ☐
Return to
Action

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMIFINAL	±%

SUMMARY

Bid Items	$ 1,518,642.00
Anticipated Items	$ 31,400.00
Contingencies	$ 69,751.89
Engineering	$ 124,003.36
TOTAL	$ 1,743,797.25

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMIFINAL	±%
BI 3	Temporary Signs	Sq Ft	1,110	944.2	-15
	All required.				
BI 8	Flagman	Hour	2,100	836.3	-60
	All required.				
BI 14	Aggregate Base	Ton	6,800	8,527.9	+25
	Price Agreement #2 extended original quantity to 8,400 Ton, remainder of overrun was due to extra rock being put under some areas of 4" C.W. Net overrun above P.A. #2 = +1.5%.				
BI 15	Cement Treated Base	Sq Yd	33,650	31,764.8	- 6
	Underrun is due to original estimate being based on face of curb and not on face of gutter.				
BI 16	Cement for Treated Base	Ton	1,200	983.9	-18
	Underrun was due to underrun of BI 15				
BI 19	4" Sewer Pipe	Lin Ft	10	11.0	+10
	All required.				
	Underrun due to elimination of CB Run.				
BI 21	12" Sewer Pipe	Lin Ft	260	217.0	-16
	Underrun due to not constructing 12" sewer				
BI 22	21" Sewer Pipe	Lin Ft	108	121	+12
	Overrun due to extension of 21" pipe to clear proposed bike path.				
BI 23	24" Sewer Pipe	Lin Ft	168	181	+ 8
	Overrun due to extension of 2-24" pipes to clear proposed bike paths.				

Contract 9289
OVERRUNS/UNDERRUNS
Page 2

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMIFINAL	+%
BI 26	Concrete Inlets Park Type	Each	6	5	-17
	Underrun due to elimination of inlet.				
BI 27	4" Concrete	Sq. Yd.	2,425	2,260.4	- 7
	Underrun due to not replacing as much sidewalk as plans called for.				
BI 28	5" Concrete	Sq. Yd.	35	40.4	+15
	Overrun due to original quantity not correct. Added 1 residential driveway.				
BI 29	7" Concrete	Sq. Yd.	135	228.5	+69
	Overrun due to original quantity not correct. Added 3 commercial driveways.				
BI 30	Concrete bike path	Sq. Yd.	9,660	8,631.4	-11
	Underrun due to P.A. #6 and original quantity not correct.				
BI 32	Concrete Curbs Type "C"	Lin Ft.	4,830	6,081.0	+26
	Overrun due to removal of existing curb and replacing with Type "C" curb along Amazon Parkway.				
BI 33	Loose Rip-Rap	Cu. Yd.	50	13.9	-72
	Underrun due to elimination of storm drains Amazon Channel				
BI 34	Sacked Rip-Rap	Cu. Yd.	140	72.2	-48
	Underrun due to miscalculation in original quantity.				
BI 36	Salvage and Relay Pipe	Lin Ft	24	34	+42
	Overrun due to more reuseable pipe available.				
BI 37	Adjust Manhole	Each	30	32	+ 7
	Overrun due to pre-existing manholes being overlayed with A/C.				
BI 38	Masonry retaining wall	Sq. Ft.	500	602.4	+20
	Overrun due to additional height to wall. See P.A. #4				
BI 39	Bike Rail	Lin Ft	290	320	+10
	Overrun due to plans showing bike rail to be built, but original quantity in error.				
BI 45	Structure Excavation	Cu. Yd.	200	172.8	-14
	All required.				
BI 51	Type "A" Signs	Sq. Ft.	36	58	+61
	Overrun due to change in size of signs to meet minimum traffic requirements.				
BI 52	Type "C-D" Signs	Sq. Ft.	232	252	+ 9
	Overrun due to addition of 4 Type 2 signs.				
BI 54	Roadside Seeding and Mulching	Acre	7.5	3.25	-43
	Underrun due to natural reseeding.				
BI 58	2 Gal. Shrubs	Each	211	231	+10
	Overrun due to quantity take off not correct.				

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMIFINAL	+%
BI 61	Imp. Soil Mix	Cu. Yd.	1,075.0	1,256.9	+14
	Overrun is due to subgrade not to proper grade.				
BI 63	Ground cover root stop	Lin. Ft.	26	22.5	-13
	All required.				
BI 64	Sidewalk Tree Well	Each	6	4	-33
	Underrun is due to tree wells not shown on plans.				
BI 65	Lawn Construction	Acres	2.5	2.3	- 9
	Underrun is due to quantity take off not correct.				
PA 1	On the Job Training	Hour	1,000	45	-96
	All required.				
PA 4	Additional retaining wall	Sq. Ft.	200	269.5	+35
	Overrun due to extension of wall beyond P.A. #4.				

4-18-83
Date:

Dave Reinhard
Resident Engineer:

9229

(MEMORANDUM)

320-1979

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-24-81

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

ST VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD

FROM 3/4/75

TO 4/8/81

FEDERAL AID PROJECT NO.

M-1090(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$7,358.60	$7,345.30	85.80%	$6,302.27	$6,302.27	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 9/24/81

PASSED FOR PAYMENT
BY V.E. Skoog, Controller DATE

REMARKS

EUGENE

PE. 28TH AVE - 36TH AVE.

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	E. 28th Avenue-E. 36th Avenue (Eugene) Section City Street in Lane County					
	Preliminary Engineering Type Code P.E. State	All	Required		$7,345.30	
	Nonparticipating Cost P.E. State	All	Required		13.39	
	Total Project Cost				$7,358.69	
	Prepared based on Participating Costs as shown on Federal Billing as of 9/23/81.					
	AMOUNT CARRIED FORWARD . . .					

```
                                      320   1972   920      00 P 1                                     202.63           2,586.42
                                                   TOT      P1                                                            134.27
                                                   TOT      N1                                                          
                                                ** JOB TOTALS **                 **               202.63  **          2,720.69  **

                                                                                                   182.65               182.65
                                      320   1973   295      00                                     182.65CR             182.65CR
                                      320   1973   296      00                                     547.94CR             547.94CR
                                      320   1973   296      00 N 9                                 547.94               547.94
                                      320   1973   299      00 N 9
                                                   TOT      00
                                                ** JOB TOTALS **                 **                        **                   **

                                                                                                                              STATE
                                                FA PROJ NOS M   190001 100
E 28TH AVE-E 36TH AVE(EUGENE) CONT NO                                                           4,352.27CR            6,302.27CR
                                      320   1979   296      00 N 9  TR. ST.                     4,352.27              6,302.27
                                      320   1979   298      00 N 9  TR. FED                                           2,378.85
                                      320   1979   901      00 P 1 PROJ. MGR80.30CR                                      13.50
                                      320   1979   901      00 N 1   "   "                        13.50                  77.80
                                      320   1979   905      00 P 1 FIN. DES                                               32.92
                                      320   1979   906      00 P 1 BR. DES.                                           3,810.78
                                      320   1979   910      00 P 1 REG. GEOLOGY                                          13.39
                                      320   1979   910      00 N 1   "    "                                             242.69
                                      320   1979   911      00 P 1 TR SEC                                               236.09
                                      320   1979   914      00 P 1 REG. UT. LIAISON                                       4.55
                                      320   1979   922      00 P 1 ADMIN. SERV.


                                                                                   DECEMBER 1981           PAGE  568
TOTAL TO DATE JOB COST SUMMARY
                                                                                        FISCAL             GRAND TOTAL
                                        PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE             TO DATE
DESCRIPTION OF JOB OR DEPARTMENT                                                                              543.72
                                      320   1979   923      00 P 1 ENV. SEC.                                     17.90
                                      320   1979   924      00 P 1 PLANNING SEC.                              7,345.30
                                                   TOT      P1              80.30CR                               26.89
                                                   TOT      N1                                13.50
                                                ** JOB TOTALS **            80.30CR**         13.50  **       7,372.19  **

                                                                                                                              STATE
                                                 * FA PROJ NOS M   000034 100
5TH & N"B" TRANSIT STATION     CONT NO                              10,300.16CR       12,369.46CR          13,348.85CR
                                      320   1986   296      00 N 9  10,300.16         12,369.46            13,348.86
                                      320   1986   298      00 N 9     210.44          1,347.20             2,520.11
                                      320   1986   901      00 P 1  10,000.00         10,000.00            10,000.00
                                      320   1986   904      00 P 1      36.48             36.48                36.48
                                      320   1986   905      00 P 1                       343.13               343.13
                                      320   1986   906      00 P 1                        81.66                81.66
                                      320   1986   914      00 P 1                       286.19               301.61
                                      320   1986   920      00 P 1     110.06          1,972.46             1,972.46
                                      320   1986   921      00 P 1     481.26             11.63                11.63
                                      320   1986   922      00 P 1      11.63         14,078.74            16,267.08
                                                   TOT      P1      10,849.87
                                                ** JOB TOTALS **    10,849.87  **     14,078.74  **        16,267.08  **
```

9289

(MEMORANDUM)

320-1849

C

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

[illegible]S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-30-81

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STA[illegible]OUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

STATE

Oregon

VOUCHER TYPE (Check Appropriate Block)

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. M-1145(1)

VOUCHER PERIOD FROM 1-6-73 TO 4-8-81

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$23,457.30	$23,450.01	76.28%	$17,887.67	$17,887.67	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 7/30/81

PASSED FOR PAYMENT
BY V.E. Skoog, Controller DATE

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	29th Ave.-Alder St. (Eugene) Amozon Parkway 30th Ave. FAUS 1145 in Lane County					
	Preliminary Engineering					
	Type Code P.E.		All Required		$23,450.01	
	State					
	Total Participating Cost				$23,450.01	
	Nonparticipating Cost		All Required		7.29	
	State					
	Total Project Cost				$23,457.30	
	Prepared based on Participating Costs as shown on Federal Billing dated 7/30/81.					
	AMOUNT CARRIED FORWARD					

DESCRIPTION	CONT NO	PREFIX	FUNCTION	SUB	F	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	320	1947	297	00	N	9			1,403.00
	320	1947	298	00	N	9			47,230.29
	320	1947	299	C0	N	9			2,000.00
	320	1947	901	00	P	1			2,867.38
	320	1947	903	00	P	1			18,327.57
	320	1947	904	00	P	1			26,672.43
	320	1947	905	00	P	1			162.42
	320	1947	906	00	P	1			1,647.79
	320	1947	910	00	P	1			86.43
	320	1947	912	00	P	1			169.61
	320	1947	914	0C	P	1			18.90
	320	1947	920	00	P	1			140.29
	320	1947	921	00	P	1			3,413.57
	320	1947	922	00	P	1			10.12
	320	1947	923	00	P	1			62.94
			TOT		P1				53,579.45
			** JOB TOTALS **				**	**	53,579.45 **
29TH AVE-ALDER ST (EUGENE)	CONT NO	* FA PROJ NOS M	1145001 100						STATE
	320	1949	295	00	N	9	TR. CITY		1,500.00
	320	1949	296	00	N	9	" ST		19,387.62CR
	320	1949	298	00	N	9	" FED		17,887.67
	320	1949	901	00	P	1	PROJ MGR		350.13
	320	1949	901	00	N	1	" "		12.90
	320	1949	905	00	P	1	FINAL DES		2,034.47
	320	1949	906	00	P	1	BR DES		1,020.89
	320	1949	907	00	P	1	PRE. DES		196.65
	320	1949	910	00	P	1	REG. GEOL.		120.34
	320	1949	910	00	N	1	" "		4.55CR
	320	1949	911	00	P	1	TR. SEC.		1,265.04
	320	1949	912	00	P	1	LANDSCAPE		461.38
	320	1949	914	00	P	1	REG UT. LIAI		82.69
	320	1949	914	00	N	1	" "		1.41
	320	1949	918	00	P	1	LOCATION		23.05
	320	1949	920	00	P	1	PROG. SEC		626.75
	320	1949	921	00	P	1	SPECS		7,630.87
	320	1949	922	00	P	1	ADM SERV.		1,484.47CR
	320	1949	923	00	P	1	ENV. SEC		10,171.80
	320	1949	923	00	N	1	" "		10.43
	320	1949	980	00	P	1	PUBLIC HEARING		349.92
			TOT		P1				23,450.01
			TOT		N1				20.19
			** JOB TOTALS **				**	**	23,470.20 **
MILL ST-FIFTH ST(SPRGFLD)	CONT NO	* FA PROJ NOS M	1140001 100						STATE
	320	1951	295	00	N	9			5,274.32
	320	1951	296	00	N	9			81,056.04

9289

STATE COPY L,

TO BE COMPLETED BY FHWA 6-10	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 5-27-81	STATE Oregon COUNTY Lane PROJECT NO. M-0000 (36)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

28th Ave. - 34th Ave. on Hilyard St. (Eugene)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-8-81	0.979

OTHER *(Specify)*

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,727,372	$ 1,523,192

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY ENGINEER
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~Rx~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burson *(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator MAY 27 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 18, 1981

Federal Aid Project
No. M-0000(36)

28th Ave.-34th Ave. (Eugene)
(Hilyard Street)(Amazon Parkway)
Lane County

Project Agreement Estimate

Type Code 6104
Roadway (Hilyard St. Sta. "L" 23+00 to Sta. "L" 50+45)(Amazon Parkway Sta. "AP" 27+00 to Sta. "AP" 44+45 and (Sta. "TA" 0+00 to Sta. "TA" 6+50)

Mobilization	83%	All Required		$ 104,681.26
Temporary Protection and Direction of Traffic	83%	All Required		9,794.00
Temporary Signs	1,110	Sq.Ft.	3.50	3,885.00
Temporary Barricades	82	Each	35.00	2,870.00
Temporary Traffic Signal Installations		All Required		75,000.00
Temporary Traffic Signal Adjustments		All Required		10,000.00
Temporary Plastic Safety Markers	23	Each	40.00	920.00
Flagmen	2,100	Hour	23.00	48,300.00
Clearing and Grubbing		All Required		9,500.00
Removal of Structures and Obstructions		All Required		8,000.00
General Excavation		All Required		30,870.00
Structure Excavation for Wall	120	Cu.Yd.	10.00	1,200.00
Special Wall Backfill	50	Cu.Yd.	8.00	400.00
Aggregate Base	6,800	Ton	6.50	44,200.00
Cement Treated Base	33,650	Sq.Yd.	2.35	79,077.50
Cement for Treated Base	1,200	Ton	80.00	96,000.00
Class "B" and Class "C" Asphalt Concrete Mixture	6,100	Ton	15.00	91,500.00
Asphalt Cement in Mixture	400	Ton	185.00	74,000.00
4-inch Sewer Pipe	10	Lin.Ft.	20.00	200.00
10-inch Sewer Pipe	1,050	Lin.Ft.	11.00	11,550.00
12-inch Sewer Pipe	260	Lin.Ft.	12.50	3,250.00
21-inch Sewer Pipe	108	Lin.Ft.	22.50	2,430.00
24-inch Sewer Pipe	168	Lin.Ft.	27.50	4,620.00
Concrete Manholes	3	Each	1,000.00	3,000.00
Concrete Inlets, Type 4A	33	Each	450.00	14,850.00
Concrete Inlets, Type Park	6	Each	300.00	1,800.00
4-inch Concrete Surfacing	2,425	Sq.Yd.	9.40	22,795.00
5-inch Concrete Surfacing	35	Sq.Yd.	10.80	378.00
7-inch Concrete Surfacing	135	Sq.Yd.	12.50	1,687.50
Concrete Bike Paths	9,660	Sq.Yd.	9.90	95,634.00
Concrete Curbs, Type A	7,400	Lin.Ft.	4.50	33,300.00
Concrete Curbs, Type C	4,803	Lin.Ft.	3.85	18,595.50
Loose Riprap, Class 50	50	Cu.Yd.	40.00	2,000.00
Sacked Riprap	140	Cu.Yd.	225.00	31,500.00
Filter Blanket	47	Cu.Yd.	10.00	470.00
Salvaging and Relaying Pipe	24	Lin.Ft.	10.00	240.00
Adjusting Manholes	30	Each	450.00	13,500.00
Masonry Retaining Wall	500	Sq.Ft.	17.00	8,500.00

Bike Rail	290 Lin.Ft.	23.50	$ 6,815.00
Channel Liner	All Required		10,750.00
Bike Shelters	6 Each	7,735.00	46,410.00
Bus Passenger Shelters	7 Each	4,140.00	28,980.00
Wood Sign Posts	All Required		1,250.00
Type "A" Signs in Place	36 Sq.Ft.	40.00	1,440.00
Type "C" and "D" Signs in Place	232 Sq.Ft.	25.00	5,800.00
Roadside Seeding and Mulching	7.5 Acre	470.00	3,525.00
Furnishing and Planting Evergreen Trees	214 Each	50.00	10,700.00
Furnishing and Planting Deciduous Trees	177 Each	50.00	8,850.00
Furnishing and Planting 5-Gallon Shrubs	325 Each	19.00	6,175.00
Furnishing and Planting 2-Gallon Shrubs	211 Each	10.00	2,110.00
Furnishing and Planting 2-Gallon Ground Covers	204 Each	10.00	2,040.00
Furnishing and Planting 1-Gallon Ground Covers	559 Each	5.50	3,074.50
Imported Soil Mix	1,075 Cu.Yd.	8.00	8,600.00
Bark Mulch	22 Unit	100.00	2,200.00
Groundcover Root Stops	26 Lin.Ft.	10.00	260.00
Sidewalk Tree Well Cutouts	6 Each	50.00	300.00
Lawn Construction	2.5 Acre	1,900.00	4,750.00
Irrigation System	All Required		47,000.00
			$1,161,527.26

Anticipated Items

Permanent Pavement Striping	All Required	$ 5,000.00
Asphalt Cement Adjustment	All Required	10,000.00
On-the-Job Trainees (1 @ $800)	All Required	800.00
Temporary Erosion Control	All Required	1,000.00
		$ 16,800.00
	Subtotal	$1,178,327.26
	Engineering	147,290.74
	Total	$1,325,618.00

Type Code X080
Structure, Br. #16530 (Sta. "L" 42+55.45 to Sta. "L" 43+27.85)

Mobilization	3%	All Required		$ 3,783.66
Temporary Protection and Direction of Traffic	3%	All Required		354.00
Alterations to Existing Structure		All Required		5,000.00
Shoring, Cribbing, Etc.		All Required		12,500.00
Structure Excavation		200 Cu.Yd.	10.00	2,000.00
Structural Concrete, Class 3300 (38 cy.)		All Required		12,000.00

3'x35'/40' Prestressed Slabs	6 Each	2,000.00	$ 12,000.00
4'x35'/40' Prestressed Slabs	8 Each	2,150.00	17,200.00
Reinforcement (9,700 lbs.)	All Required		4,500.00
	Subtotal		$ 69,337.66
	Engineering		8,667.34
	Total		$ 78,005.00

Type Code Y031

Signals (Hilyard and Amazon Parkway/30th Ave.)(Hilyard and E. Amazon Dr./33rd Ave.)(Hilyard and W. Amazon Dr. 34th Ave.)(Amazon Parkway and 29th Ave.)(Hilyard and 29th Ave.)

Mobilization	14%	All Required	$ 17,657.08
Temporary Protection and Direction of Traffic	14%	All Required	1,652.00
Traffic Signal Installation, Complete		All Required	268,468.00
		Subtotal	$ 287,777.08
		Engineering	31,371.92
		Engineering (Signal Controller Testing)	4,600.00
		Total	$ 323,749.00

Length of Roadway - - - - -	0.965 Mi.
Length of Structure - - - -	0.014 Mi.
Total	0.979 Mi.
Cost of Roadway Per Mile- -	$1,373,697.40

Work Retained in Program Status
(not included in amounts below)

Survey Monuments to be Relocated	All Required	$ 10,000.00

Summry of Funds (88.18%)

Description	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	$1,325,618	$1,168,928	$ 78,345	$ 78,345
Structure	78,005	68,783	4,611	4,611
Signals	323,749	285,481	19,134	19,134
Total	$1,727,372	$1,523,192	$102,090	$102,090

Group 1 - 98%; Group 8 - 2%
Contract No. 9289
Prefix 320-1949
Prefix 320-1038

9289

c

May 4, 1981

ACC

Bert Teitzel, City Engineer
Public Works Department
858 Pearl Street
Eugene, Oregon 97401

Gentlemen:

On April 30, 1981 we received a satisfactory bid from Morse Bros. Contractors, Inc., P.O. Box 7, Lebanon, Oregon 97355 for 28th Avenue-34th Avenue Section of Hilyard Street in Eugene. We anticipate the construction cost to be:

Contractor's Bid		$1,518,642.00
Anticipated Additional Items:		
Permenant Pavement Striping	$ 5,000.00	
Temporary Erosion Control	1,000.00	
Asphalt Cement Adjustment	10,000.00	
On the Job Trainees	800.00	
Signal Controller Testing (Engineering)	4,600.00	
Survey Monuments to be relocated	10,000.00	$ 31,400.00
SUBTOTAL		$1,550,042.00
4 1/2% Contingencies		69,751.89
ESTIMATED TOTAL COST		$1,619,793.89

City's Advance Deposit:
6% of $1,619,793.89 = $97,187.63 or say $97,200.00

We will award the contract when we receive your advance deposit, which should arrive no later than May 22, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 896: Jack Ayres, Region 3 Federal Aid Engineer
Vern Skoog - Please return completed AD # 896 when advance deposit is received.

9289 6

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project M-0000(36)
28th Avenue-34th Avenue Section
Hilyard Street (Eugene)
Bicycle Paths

Date: May 1, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Based on the information contained in Mr. Swan's April 30, 1981 letter, the 5-inch thick wire mesh reinforced concrete bycycle paths are approved for this project. However, on any future projects a base design will be required to justify any more than a 4-inch non-reinforced concrete bicycle path.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (J H Versteeg, Rd Dsgn)
OSHD (D E Swan, Proj Mgmt)

RECEIVED
STATE HWY ENGR
MAY 5'81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9287

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 30, 1981

PRO 6

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: for D.E. Swan
Operation Programming Engineer

SUBJECT: 28th Ave.-34th Ave.
Hilyard Street - Eugene
Bicycle Paths

We are forwarding the City of Eugene's request and justification for bicycle paths, on this project, with a design of five inches of wire mesh reinforced concrete. We concur in the design for this project and feel it is in the public interest as this is a unique area of special use and traffic.

These trails or bike paths are more than bicycle paths, as setforth in Mr. Reinhard's justification. The concrete paths will serve as construction and maintenance access roads and will almost be secondary as bicycle paths to access and construction roadways.

The design for these paths is based on prior experience of path failures where heavy equipment must cross or use them rather than a formal base design.

Mr. Rinehard, City of Eugene, has stated that on any future projects, that a base design will be made to justify any more than a 4 inch non-reinforced concrete bicycle path.

We are not suggesting that the standard design for bicycle paths be changed but in this instance we believe the reinforced extra thickness is warranted.

Thank you for your time, patience and expertise in reviewing this design problem.

DAR:bkc
cc: Hal Versteeg
Dave Reinhard
Gary Zehner
Jack Ayres

Form 734-3122

PUBLIC WORKS DEPARTMENT • 858 PEARL ST. • EUGENE, OREGON 97401

April 10, 1981

Mr. D.E. Swann
Operation Programming Engineer
Oregon State Highway Division
Room 206, Transportation Building
Salem, OR 97310

RE: 28th Ave. - 34th Ave., Hilyard Street

Mr. Zehner of your office recently informed us that Federal participation in the bicycle paths on this project would be limited to a 4"-thick, non-reinforced, concrete section, unless special circumstances exist to justify the proposed 5"-thick, reinforced design.

Our proposed section was developed after careful study of past designs and consultation with our Parks Department. They have used this 5" section quite successfully on several recent projects, where earlier designs of thinner asphalt or concrete proved inadequate.

The reasons for our selecting this stronger section include the following:

1. Future park improvements will require miscellaneous construction vehicles using the bike paths. The heaviest equipment will probably be a six-yard dump truck.

2. Routine park landscaping maintenance operations will involve pickups, tree trimming equipment and similar vehicles traveling on the bike paths.

3. The Eugene Water and Electric Board (EWEB) will retain an existing overhead transmission line in the alignment of 29th Avenue, through the park. In addition, EWEB will be relocating north-south transmission lines to a new location paralleling the bike path along the west side of Hilyard from 29th to 34th. Street lighting will also be installed in this location. All of these facilities will require periodic maintenance involving medium-to-heavy duty vehicles, whose main access will be via the bicycle paths.

4. The City of Eugene Maintenance Division is responsible for periodic cleaning of Amazon Channel throughout the project area, which will necessitate heavy vehicles using the path adjacent to the channel.

5. Finally, the soils throughout the park area are very poor, with extreme shrink-swell characteristics. This is evident in the heaving and buckling that has occurred in many locations on the existing sidewalks, which are 4" non-reinforced concrete.

In summary, we view the proposed 5" reinforced section as the minimum that will ensure a long-life, maintenance-free project. Therefore, we feel State and Federal participation are warranted.

Dave Reinhard
for

Bert Teitzel, City Engineer

BT:DR:jh

728

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: FILE

DA April 20, 1981

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 30, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 30, 1981 on the following projects:

1. Meacham Rock Production
   Umatilla and Union Counties
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Wallowa Lake Hwy @ Monroe Avenue (La Grande)
   Union County
   Traffic Signals

   Same as No. 1.

3. Beaverton-Tualatin Hwy @ S.W. Locust Street
   Washington County
   Traffic Signals

   Same as No. 1.

4. Powder River (Beaver Creek Road) Bridge
   Beaver Creek Road, Baker County
   Structure

   Twenty-eight-foot roadway on sturcture and approached. Aggregate surfacing on approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. Oswego Highway @ Cedaroak Drive and Hidden Springs Road
West Linn, Clackamas County
Traffic Signals

Six-foot bike lanes, right and left will be constructed on this project.

6. S. Bank Chetco River Rd. U'Xing @ Oregon Coast Highway
FAS A301, Curry County
Grading and Paving

Six-foot shoulders will be provided for bicycle and pedestrian traffic.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

7. Deschutes River (Twin Bridges Road) Bridge
Deschutes County
Structure

Thirty-two-foot roadway. Aggregate surfacing on approaches.

Same as No. 4.

8. Little Deschutes River (Masten Road) Bridge
Deschutes County
Structure

Thirty-two-foot roadway of which twenty-eight feet are paved.

Same as No. 6.

9. Redmond S.C.L.-Whittemore Road, N. Unit
The Dalles-California Highway, Deschutes County
Grading and Paving

Six-foot bike lanes, right and left, to be constructed on this project.

10. 28th Avenue-34th Avenue (Eugene)
    Hilyard Street, Lane County
    Grading, Paving and Appurtenances
    Sidewalks, Bikeway Sidewalks and Independent Bikeway and Bike Shelters to be constructed on this project.

11. "S" Curve (Woodburn)
    Hillsboro-Silverton Highway, Marion County
    Grading and Paving.

    Four-foot shoulders and a five-foot sidewalk ae available for bicycle and pedestrian traffic.

12. Willamette River (Marion Street) Bridge (Salem)
    Willamina-Salem Highway, Polk and Marion Counties
    Structure.

    A ten-foot independent bikeway will be constructed on this project.

13. N. Yamhill River (Oak Ridge Road) Bridge
    Yamhill County
    Structure.

    Twenty-eight-foot roadway on structure and approaches.

    Same as No. 6.

14. Lake-Harney County Line Rock Production
    Central Oregon Highway, Harney County
    Aggregate Crushing

    Same as No. 1.

HSC:RS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9289

4-8-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-0000(36)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10122

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig to: 4-16-81

RECEIVED
STATE HWY ENGR
APR 16 '81
REFER TO [illegible]
FOR
Info | Inves | F/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE 4/8/81

8. FEDERAL ROUTE NUMBER FAU 1090, 1100 & 1145

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:
28th Avenue - 34th Avenue (Eugene) Section

11. GENERAL DESCRIPTION OF WORK
Grade, drain, high type pavement, structure & traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Permanent Pavement Striping S.F. $5,000
Asphalt Cement Adjustment $10,000
On the job training $800

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's April 6, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,784,000 Federal Funds $1,573,130.

A signed copy of the Title Sheet is returned herwith.

14. DATE 4/8/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Section 28th Ave to 34th Ave. Programming Estimate $ 1,800,000

Highway Hilyard St. Project Length 0.98 mi.

County Lane Completion Time a) All work except [illegible] by [illegible]/81

b) All work except [illegible] by 9/30/81

Kind of Work Grading, Paving, Signals, Landscaping Est. Comp. Date c) [illegible] by [illegible]

Prefix 320-1949 Letting Date April 30, '81 Project No. M-0000(36)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		1,451,197 50 $ ~~1,569,651 60~~
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
✓ Permanent Pavement Striping.	5,000	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ________		$ 30,400 00
Roadside Seeding & Mulching		
✓ Asphalt Cement Adjustment	10,000	
✓ On the Job Trainees. (1)	800	
State Responsibility for Damages		
✓ Signal Controller Testing (Engineering)	4,600	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
________		
________		
________		
________		
✓ Survey monuments to be relocated	10,000	
Subtotal		1,481,597 50 $ ~~1,600,051 89~~
Contingencies (4-1/2%)		66,671 32 ~~72,002 80~~
Engineering ([✓ 8], ~~9~~, ~~10~~%)		118,527 12 ~~128,004~~
~~Subtotal~~		$
Credit for ________		
Estimated Net Authorization, Construction		$ ~~1,800,057 94~~ 1,666,797 19

APPROVED

APPROVED
Lyle K. Watson
Acting FINAL DESIGN ENGR.

REC'D
4-1-81

____
Road Design Engineer

Rev. 5/79

EGON STATE HIGHWAY DIVISION
~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 1 of 4
Date ~~March 26, '81~~ April 1, '81
Section 28th Ave. - 34th Ave. (Eugene)
County Lane
Kind Of Work Grading, Paving, Signals, Landscaping
Length 0.98 mi.
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	6% ~~(7%)~~	82,000- ~~103,000-~~
2	Temporary Protection and Direction of Traffic		All	All	-	40,072-
3	Temporary Signs		Sq. Ft.	1,110	6-	6,660-
4	Temporary Barricades		Each	82	125-	10,250-
5	Temporary Traffic Signal Installations		All	All	-	21,300-
6	Temporary Traffic Signal Adjustments		All	All	-	10,000-
7	Temporary Plastic Safety Markers		Each	23	80-	1,840-
8	Flagmen		Hour	2,100	23^{50}	49,350-
	ROADWORK					
9	Clearing and Grubbing		All	All	-	4,000- ~~5,000-~~
10	Removal of Structures and Obstructions		All	All	-	7,000- ~~10,000-~~
11	General Excavation		All	All	-	31,464- ~~41,952-~~
12	Structure Excavation for Wall		Cu. Yd.	120	10-	1,200-
13	Special Wall Backfill		Cu. Yd.	50	20-	1,000-
14	Aggregate Base		Ton	6,800	6-	40,800-
15	Cement Treated Base		Sq. Yd.	33,650	2^{50} ~~4^{50}~~	84,125- ~~151,425-~~
16	Cement for Treated Base		Ton	1,200	91-	109,200-
17	Class "B" and Class "C" Asphalt Concrete Mixture		Ton	6,100	16-	97,600-
18	Asphalt Cement in Mixture		Ton	400	185-	74,000-

FORM 734-1736 (1-79)

OREGON STATE HIGHWAY DIVISION

~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 2 of 4

Date March 26, '81
April 1, '81

Section 28th Ave. - 34th Ave. (Eugene)

County Lane

Kind Of Work

Length 0.98 mi.

Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
19	4-inch Sewer Pipe		Lin. Ft.	10	10- ~~11~~	100- ~~110~~
20	10-inch Sewer Pipe		Lin. Ft.	1,050	11- ~~12-~~	11,550- ~~12,600-~~
21	12-inch Sewer Pipe		Lin. Ft.	260	14- ~~15-~~	3,640- ~~3,900-~~
22	21-inch Sewer Pipe		Lin. Ft.	108	29- ~~30-~~	3,132- ~~3,240-~~
23	24-inch Sewer Pipe		Lin. Ft.	168	24- ~~35-~~	4,032- ~~5,880-~~
24	Concrete Manholes		Each	3	1,000-	3,000-
25	Concrete Inlets, Type 4A		Each	33	500-	16,500-
26	Concrete Inlets, Type Park		Each	6	250-	1,500-
27	4-inch Concrete Surfacing		Sq. Yd.	2,425	11 50 ~~12 50~~	27,887 50 ~~30,312 50~~
28	5-inch Concrete Surfacing		Sq. Yd.	35	14- ~~15-~~	490- ~~525~~
29	7-inch Concrete Surfacing		Sq. Yd.	135	20- ~~22-~~	2,700- ~~2,970-~~
30	Concrete Bike Paths		Sq. Yd.	9,660	14 50 ~~15 50~~	140,070- ~~149,730-~~
31	Concrete Curbs, Type A		Lin. Ft.	7,400	7-	51,800
32	Concrete Curbs, Type C		Lin. Ft.	4,830	4-	19,320
33	Loose Riprap, Class 50		Cu. Yd.	50	15-	750
34	Sacked Riprap		Cu. Yd.	140	110-	15,400
35	Filter Blanket		Cu. Yd.	47	15-	705
36	Salvaging and Re-laying Pipe		Lin. Ft.	24	30-	720
37	Adjusting Manholes		Each	30	175-	5,250
38	Masonry Retaining Wall		Sq. Ft.	500	11-	5,500
39	Bike Rail		Lin. Ft.	290	43-	12,470
40	Channel Liner		All	All	-	720
41	Bike Shelters		Each	6	4,000-	24,000
42	Bus Passenger Shelters		Each	7	2,500-	17,500

GON STATE HIGHWAY DIVISION
~~SUMMARY - BID SCHEDULE~~ - COST ESTIMATE

Sheet 3 of 4
Date March 26, '81

Section 28th Ave. - 34th Ave. (Eugene)
County Lane
Kind Of Work Grading, Paving, Signals, Landscaping
Length 0.98 mi.
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
43	Alterations to Existing Structure		All	All	-	2,000-
44	Shoring, Cribbing, Etc.		All	All	-	1,000-
45	Structure Excavation		Cu. Yd.	200	12-	2,400-
46	Structural Concrete, Class 3300 (38 CY. @ $300)		All	All	-	11,400-
47	3' × 35'/40' Prestressed Slabs		Each	6	2,350-	14,100-
48	4' × 35'/40' Prestressed Slabs		Each	8	2,350-	18,800-
49	Reinforcement (9,700 lbs. @ 0^{50})		All	All	-	4,850-
	SIGNING					
50	Wood Sign Posts (1.0 MBM)		All	All	-	1,500-
51	Type "A" Signs in Place		Sq. Ft.	36	19-	684-
52	Type "C" and "D" Signs in Place		Sq. Ft.	232	12-	2,784-
	TRAFFIC SIGNALS					
53	Traffic Signal Installation, Complete		All	All	-	220,510-

FORM 734-1736 (1-79)

EGON STATE HIGHWAY DIVISION Sheet 4 of 4
~~SUMMARY - BID SCHEDULE~~ - COST ESTIMATE Date March 26, '81

ection 28th Ave. - 34th Ave. (Eugene) County Lane

Kind Of Work Grading, Paving, Signals, Landscaping Length 0.98 mi. Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	LANDSCAPING					
54	Roadside Seeding and Mulching		Acre	7.5	1,000-	7,500-
55	Furnishing and Planting Evergreen Trees		Each	214	52-	11,128-
56	Furnishing and Planting Deciduous Trees		Each	177	50-	8,850-
57	Furnishing and Planting 5 Gallon Shrubs		Each	325	16-	5,200-
58	Furnishing and Planting 2 Gallon Shrubs		Each	211	10-	2,110-
59	Furnishing and Planting 2 Gallon Ground Covers		Each	204	10-	2,040-
60	Furnishing and Planting 1 Gallon Ground Covers		Each	559	6-	3,354-
61	Imported Soil Mix		Cu. Yd.	1,075	21-	22,575-
62	Bark Mulch		Unit	22	150-	3,300-
5	Lawn Construction		Acre	2.5	5,000-	12,500-
6	Irrigation System		All	All	-	51,525-
63	Groundcover Root Stops		Lin. Ft.	26	5-	130-
64	Sidewalk Tree Well Cutouts		Each	6	60-	360-

FORM 734-1736 (1-79)

9287 Eugene

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/1/81
Donald L

Tom

April 30, 1981 Bid Letting ______ All Clear Deadline

SECTION 28th Ave.-34th Ave. (Hilyard) (Eugene)
Highway
County Lane Region 3
Type of Work Funds FAUS
State ___ Consultant ___ Plans Avail. ___Yes ___No

DSL ✓ o
404 ✓
Indirect Source ✓
City - dust ✓
City - Noise ✓

pump stream flow ? into by pass pg 36 0
Noise ✓

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☐	☒	☒	☒	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☐	☒	☐	☐	☒
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☐	☒	☐	☐	☒
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☐	☒	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☐	☒	☐	☐	☐

9289

3-81

FINAL NOISE STUDY REPORT
28th AVENUE-34th AVENUE
HILYARD STREET
(CITY OF EUGENE)
LANE COUNTY

EXCERPTED FROM
FINAL ENVIRONMENTAL IMPACT STATEMENT
30th-HILYARD-AMAZON PROJECT
(DECEMBER 1979)
ADOPTED BY THE FEDERAL HIGHWAY ADMINISTRATION

OREGON DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES BRANCH
ENVIRONMENTAL SECTION

MARCH 1981

PROJECT DESCRIPTION

The proposed project consists of widening the approaches to a major arterial intersection, Hilyard Street/Amazon Parkway/East 30th Avenue, in southeast Eugene in order to relieve peak-hour traffic congestion.

The primary reason for the project is to provide turning lanes with adequate storage room and additional through lanes to relieve peak-hour traffic congestion, both existing and forecast.

The project is to be built with a combination of local, State, and Federal-Aid-Urban System (FAUS) funds, at an estimated total cost of $1.5 million. Principal components of the project include:

a. Widen Hilyard Street from 34th Avenue northward to a point north of 29th Avenue;

b. Widen Amazon Parkway from Hilyard Street northwestward to a point north of 29th Avenue;

c. Widen 30th Avenue from Hilyard Street eastward to a point east of Alder Street;

d. Reconstruct intersections and install new traffic signals;

e. Install an additional culvert parallel to an existing one (under Hilyard);

f. Widen an existing bridge where Amazon Parkway crosses the Amazon Channel;

g. Construct various bicycle and pedestrian facilities;

h. Construct bus waiting areas, with passenger shelters, signing, bike racks, and other transit passenger amenities;

i. Install a special bicyclist/pedestrian-activated signal at 30th and Alder;

j. Construct landscaping throughout the project area, in cooperation with the City Parks Department; and

k. Vacate 29th Avenue from Amazon Parkway to Hilyard to compensate for taking of park property elsewhere.

(See Figures 1 through 5.)

The combined length of the sections to be widened is about 4,800 feet (centerline measure). Right-of-way required for widening will be obtained from City-owned park land on the west side of Hilyard Street. The only private property required is for increased turn radii at several intersections.

Access will remain essentially the same, with the exception of the vacation of 29th Avenue from Amazon Parkway to Hilyard Street after completion of the project. This proposed street vacation will provide for a much more cohesive use of park land.

Noise Analysis

The analysis in the noise impact report in the Draft EIS has been completely redone to comply with new guidelines, follow the latest available methodology, and take into account any changes in conditions since the 1974 study was done.

1. General Considerations

The predominant noise source in the project area is automobile traffic (including trucks, although they are a very small percentage of total traffic). Forecasted traffic growth would bring about some increase in noise levels, whether or not the project is built (assuming there will be no reduction in noise generation by individual vehicles). Widening the streets will affect the noise levels by facilitating a certain volume/ speed combination, and by moving traffic closer or farther from noise receptors.

Federal Highway Administration (FHWA) design noise levels relevant to this project call for the following:

Residential and park land	L_{10} = 70 dBA
Commercial land uses	L_{10} = 75 dBA

These guidelines are for the exterior of the affected land use, and they mean the following: That the noise level on residential and park land should not exceed 70 decibels (dBA) more than 10 percent of the time (hence, L_{10}). The comparable figure for commercial uses of the type in the project area is 75 dBA, recognizing that commercial functions, particularly on the exterior of the buildings, are more noise-tolerant than residential.

In a flat, fairly open area like 30th and Hilyard, traffic noise will depend primarily on traffic volume, speed, and distance between the roadway and receptors. Of these three factors, volume is the least important. For example, a doubling of traffic volume would increase sound levels about 3 dBA, which is also the amount of increase (or decrease) that can be detected by the average person. The combination of speed and volume that produces the highest noise levels is "Level of Service C," a term that denotes fairly high volumes and moderate speeds, with some congestion in the traffic flow.

2. Methodology

Noise measurements were taken at four locations, indicated as Sites A, B, C, and D on Figure 5. These sites are on residential or park land, and ranged from 30 feet to 180 feet from roadway centerline.

Traffic volume and speed data were used to compare predicted values* of L_{10} with measured values; it was found that, at close distances, an upward adjustment must be added to the nomograph estimates to accurately reproduce measured values; see Table 1.

Using the nomograph and adjustment factor, noise levels (L_{10}) were then estimated at five "areas of concern" for the build and no-build alternatives. These five areas are shown on Figure 5. The L_{10} estimates are shown in Table 2.

Finally, the noise levels were compared to assess the impact of the build and no-build options, and mitigation measures were studied.

3. Existing Noise

Table 1 shows existing noise levels at the four measurement sites. Residences along Hilyard north of 30th and along 30th currently exceed the FHWA guideline of 70 dBA. Residences south of Amazon Parkway and west of Hilyard have much lower noise levels, chiefly because of greater distance from the roadway.

L_{10} values estimated by nomograph are significantly lower than measured for very close receptors. It is surmised that this is due to the acceleration/deceleration noise resulting from operations near traffic signals. At distances of over 100 feet from the roadway, however, this influence appears to lessen and the nomograph duplicates actual measurements more reliably.

4. Predicted Noise Levels

Table 2 shows predicted L_{10} levels for the no-build and build conditions.

(Note that although total traffic volumes are expected to be identical for build and no-build, the Level of Service C volumes are quite different. This is because building the project will increase capacity and allow more vehicles to pass by under Level C conditions).

> Area 1: Although volumes increase with the build option, the shift of centerline (of Hilyard) some 13 feet away from the houses on the east side of Hilyard, actually reduces the expected noise (although a 1 dBA decrease is not considered significant).

---

* Noise predictions were based on nomographs contained in NCHRP 174, Highway Noise: A Design Guide for Prediction and Control, Highway Research Board, 1976.

TABLE 1

EXISTING NOISE LEVELS, AND COMPARISON WITH NOMOGRAPH VALUES

Site	Speed	Hourly* Traffic Volume	Distance from Centerline	Measured L_{10}	Nomograph L_{10}	Difference in L_{10}
A - Residence, E. side of Hilyard	24	1437	30 ft.	75 dBA	69 dBA	6 dBA
B - Residence, N. side of 30th	25	1077	40 ft.	72 dBA	66 dBA	6 dBA
C - Residence, S. of Amazon Parkway	26	915	100 ft.	62 dBA	60 dBA	2 dBA
D - Residence, W. side of Hilyard (at end of 32nd)	26	1374	180 ft.	58 dBA	58 dBA	0 dBA

---

* Total volume of cars, buses, and trucks.

Area 2: The shift of centerline toward residences west of Hilyard, along with increased traffic volume, will increase the L_{10} by 3 dBA for the build option. However, the resultant 61 dBA is still below the guideline of 70.

Area 3: The centerline of 30th will not shift, but greater volumes under the build alternative will increase the L_{10} from 71 to 73 dBA, at the property line of residences along 30th.

Area 4 and Area 5: These areas are defined as Amazon Park, as affected respectively by Hilyard traffic (east side of park) and Amazon Parkway traffic (west side of park). Although L_{10} increases slightly, the resulting 64 dBA is well within guidelines.

5. Summary of Impact and Mitigation

The worst noise levels, both existing and if the project is built, are at the houses along the east side of Hilyard and along both sides of 30th. Unfortunately, these areas (1 and 3) cannot be "screened" from traffic noise. Successful blocking of noise requires a barrier high enough to block the line of sight between receptor and roadway, and long enough to form a continuous wall between the house and moving line of traffic. While such barriers are feasible on limited-access highways, they are ineffective where driveways and side streets would require frequent breaks in the barrier.

While Areas 2, 4, and 5 fall within acceptable standards, FHWA policy allows for mitigation of noise impacts, where economically feasible. Therefore, landscaped berms have been incorporated into the Park improvements as part of this project, to lessen noise somewhat. Noise attentuation will range from 2 to 5 dBA in western Amazon Park and for residences west of Hilyard, resulting in a slight decrease in perceived noise levels. Because of existing vegetation it is not feasible to build a berm to protect Area 4, the eastern edge of Amazon Park.

6. Construction Noise

City of Eugene Code (Chapter 4.083) prohibits any construction between the hours of 7 p.m. and 7 a.m., unless a permit is granted by the City after determining that nighttime construction activity will not disturb "the sleep, peace, quiet, comfort, or repose" of other persons in the area.

TABLE 2

ESTIMATED NOISE LEVELS FOR BUILD AND NO-BUILD

Variable		Area of Concern* 1	2	3	4	5
Vc**-	Build:	1440	2320	1520	1440	1520
	No-Build:	1120	1570	910	1120	1050
Speed -	Build:	29	30	29	29	26
	No-Build:	29	30	29	29	26
Dist. from Centerline -	Build:	43'	184'	45'	100'	100'
	No-Build:	30'	200'	45'	100'	100'
L10 (Nomograph) -	Build:	68	61	68	62	62
	No-Build:	69	58	66	61	60
Adjustment -	Build:	+6	0	+5	+2	+2
	No-Build:	+6	0	+5	+2	+2
L10 -	Build:	74	61	73	64	64
	No-Build:	75	58	71	63	62

---

*, Areas of Concern (See Figure 25):

1 - Residences on east side of Hilyard, north of 30th

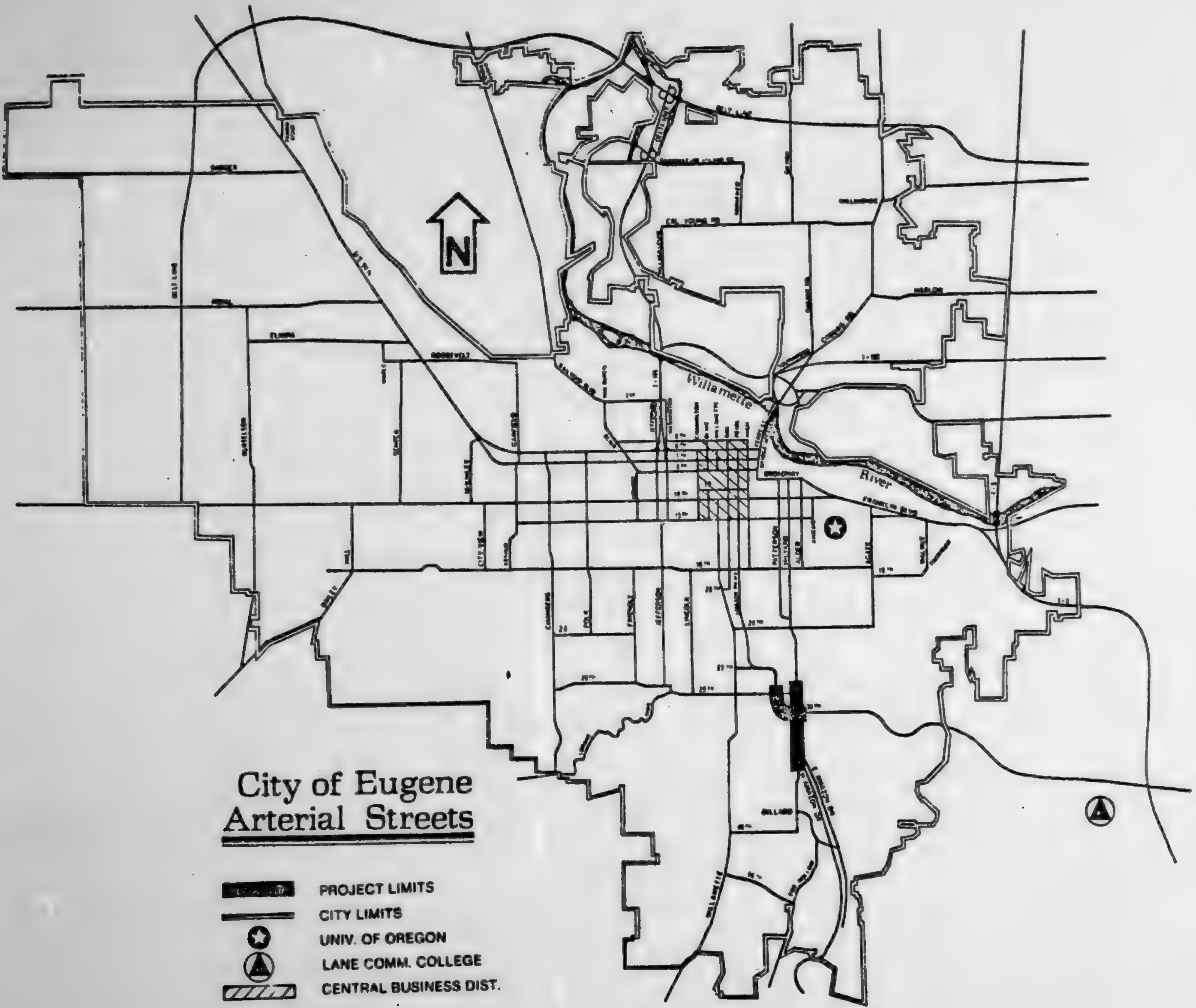
2 - Residences on west side of Hilyard, south of 30th

3 - Residences on both sides of 30th Avenue

4 - Amazon Park, as impacted by Hilyard

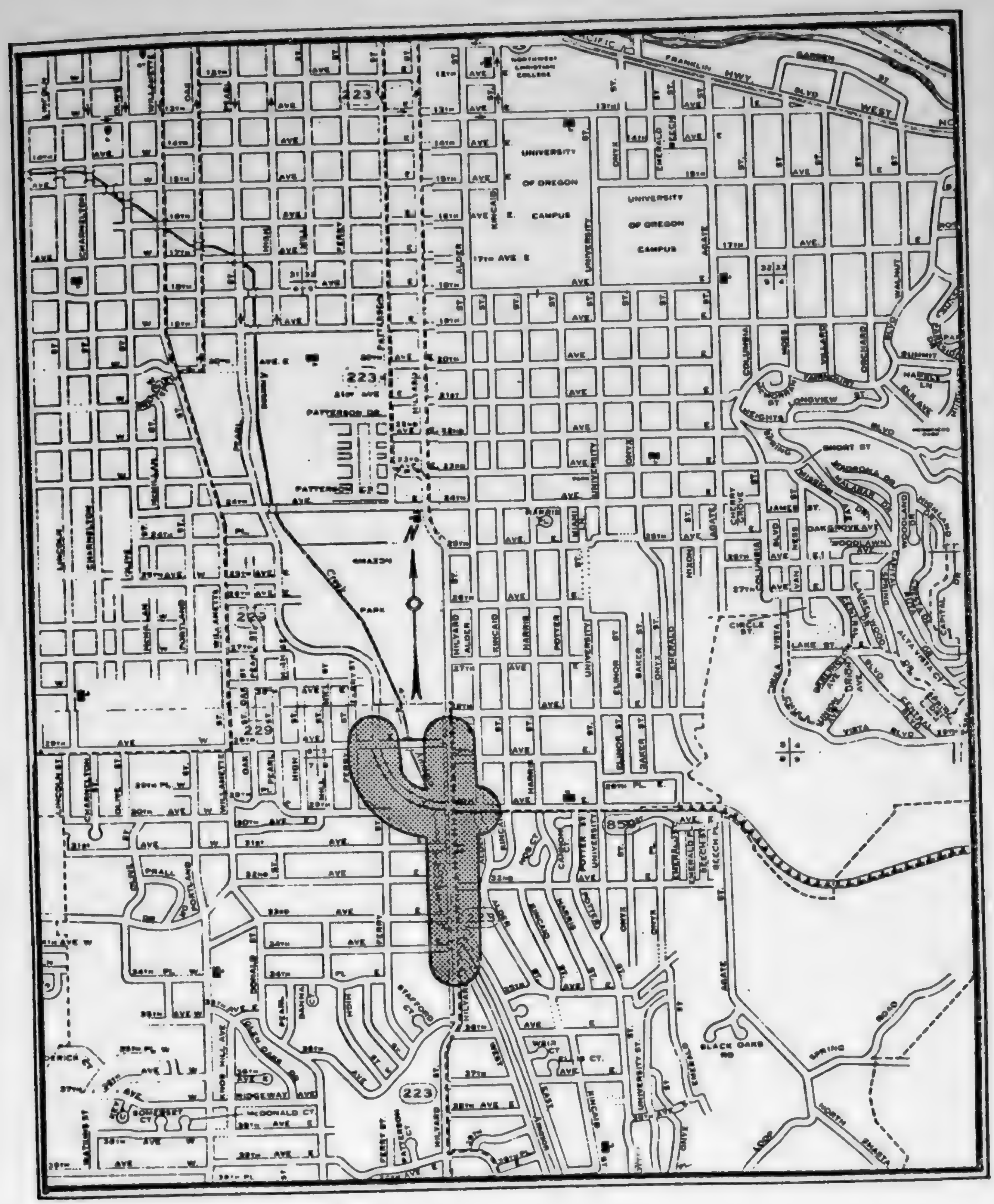
5 - Amazon Park, as impacted by Amazon Parkway

**Vc = Hourly volume of autos and light trucks, + 10x volume of medium trucks. (Heavy trucks are less than 20/hour in every case.)


N
Willamette
River
BROADWAY
FRANKLIN BLVD
PATTERSON
HILYARD
ALDER
AGATE
CHAMBERS
POLK
FRIENDLY
JEFFERSON
LINCOLN
CITY VIEW
24
City of Eugene
Arterial Streets
PROJECT LIMITS
CITY LIMITS
UNIV. OF OREGON
LANE COMM. COLLEGE
CENTRAL BUSINESS DIST.

9/78

FIG. 1

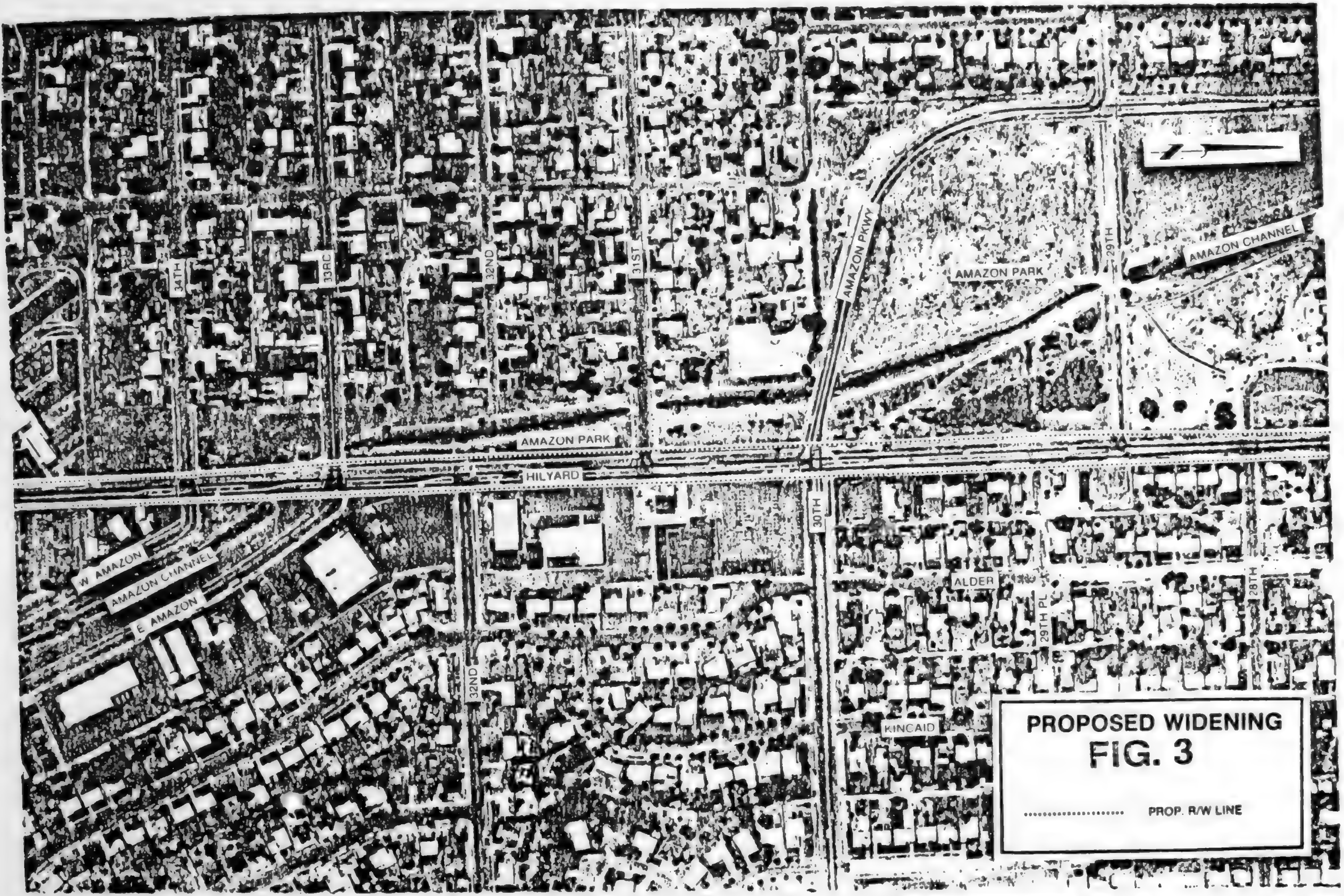


PACIFIC
FRANKLIN HWY
GARDEN
BLVD
WEST
NORTHWEST CHRISTIAN COLLEGE
UNIVERSITY OF OREGON CAMPUS
UNIVERSITY OF OREGON CAMPUS
223
223
229
225
AMAZON PARK
PATTERSON DR.
17th AVE E
N
HILYARD
ALDER
KINCAID
HARRIS
POTTER
UNIVERSITY
ONYX
AGATE
EMERALD
COLUMBIA
FAIRMOUNT
ORCHARD
WALNUT
LONGVIEW
SHORT ST
JAMES ST
OAKGROVE AVE
WOODLAWN AVE
CIRCLE ST
LAKE ST
CHULA VISTA BLVD
ALTA VISTA CT
BLACK OAKS DR
SPRING BLVD
LOOP
NORTH SHASTA
RIDGEWAY
McDONALD CT.
WEIR CT
ELLIS CT.
STAFFORD CT

Project Location

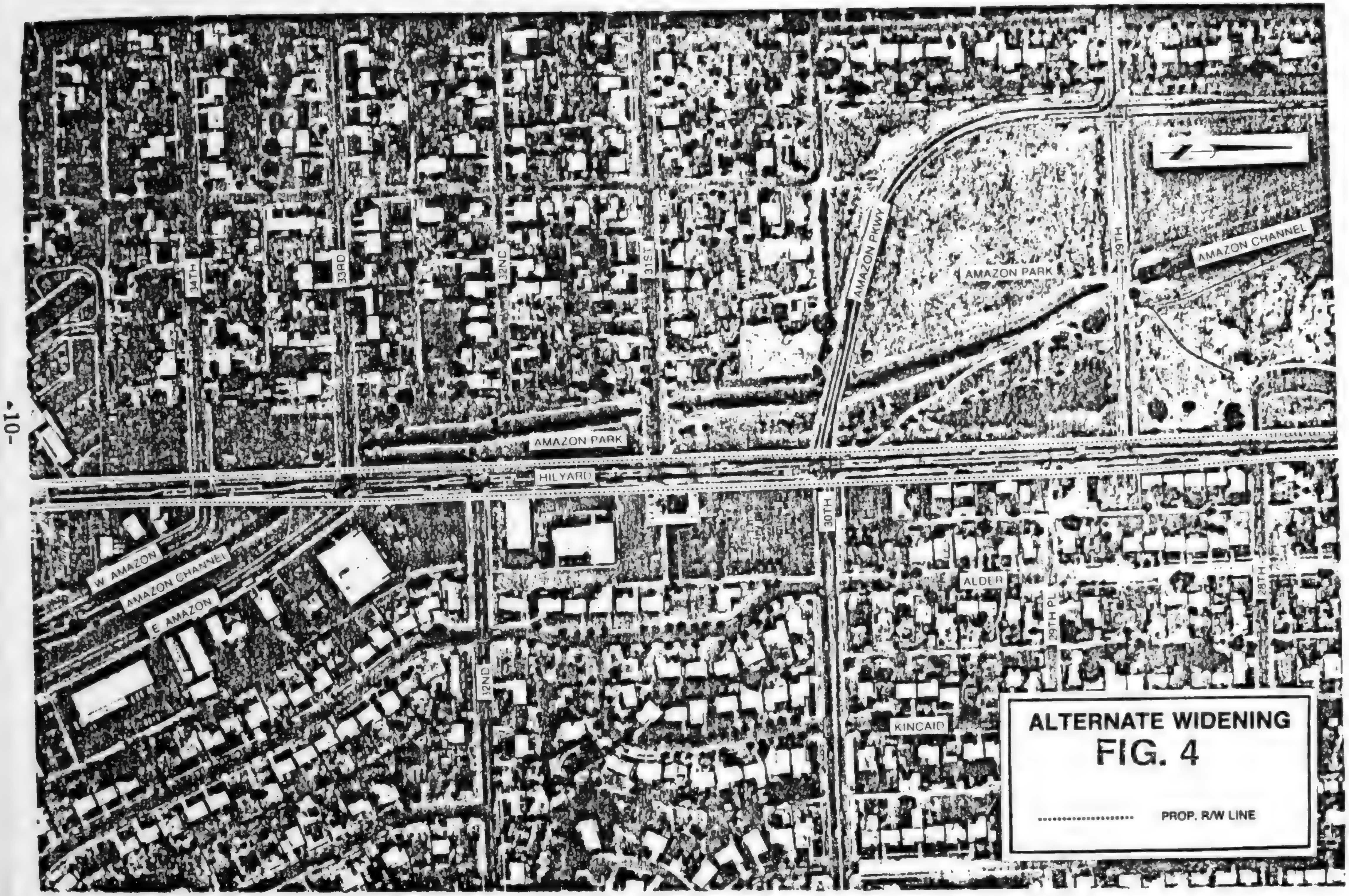
9/78

FIG. 2

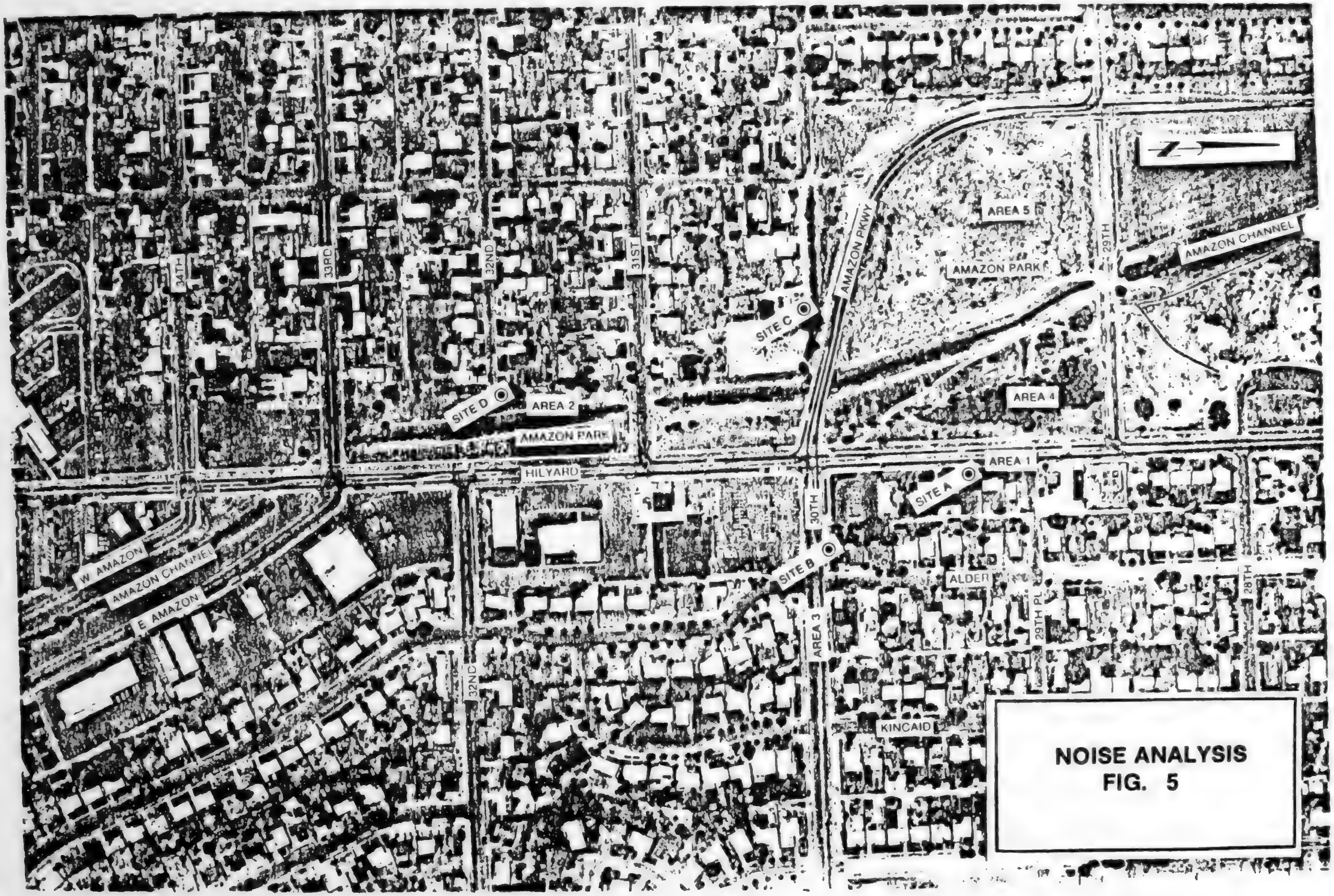

34TH
33RD
32ND
31ST
AMAZON PKWY
AMAZON PARK
29TH
AMAZON CHANNEL
AMAZON PARK
HILYARD
30TH
W AMAZON
AMAZON CHANNEL
E AMAZON
ALDER
29TH PL
28TH
32ND
KINCAID
PROP. R/W LINE

PROPOSED WIDENING

FIG. 3


34TH
33RD
32NC
31ST
AMAZON PKWY
AMAZON PARK
29TH
AMAZON CHANNEL
AMAZON PARK
HILYARD
30TH
W AMAZON
AMAZON CHANNEL
E AMAZON
32ND
ALDER
29TH PL
28TH
KINCAID
PROP. R/W LINE

ALTERNATE WIDENING
FIG. 4



NOISE ANALYSIS
FIG. 5

34TH
33RD
32ND
31ST
29TH
W AMAZON
AMAZON CHANNEL
E AMAZON
SITE D
AREA 2
AMAZON PARK
HILYARD
SITE C
AMAZON PKWY
AREA 5
AMAZON PARK
AMAZON CHANNEL
AREA 4
AREA 1
SITE A
30TH
SITE B
ALDER
29TH PL
28TH
32ND
AREA 3
KINCAID
N

9289 Bm,

Section 28th Ave. - 34th Ave. Programming Estimate $ 1,800,000

Highway Hilyard St. Project Length 0.98 mi.

3-30-81

County Lane Completion Time a) All work except bus shelters SIGS, SIGNS, LANDSCAPING by 10/15/81

b) All work except lawn const. by 11/30/81

c) Lawn const. by 3/15/82

Kind of Work Grading, Paving, Signals, Landscaping Est. Comp. Date

Prefix 320-1949 Letting Date April 30, '81 Project No. M-0000(36)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 1,569,651.50
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
✓ Permanent Pavement Striping	5,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 30,400.00
✓ Asphalt Cement Adjustment	10,000	
✓ On the Job Trainees (1)	800	
State Responsibility for Damages		
✓ Signal Controller Testing (Engineering)	4,600	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
✓ Survey monuments to be relocated	10,000	
Subtotal		$ 1,600,051.50
Contingencies (4-1/2%)		72,002.32
Engineering ([✓ 8], ~~9~~, ~~10~~%)		128,004.12
~~Subtotal~~		$
Credit for		
Estimated Net Authorization, Construction		$ 1,800,057.94

APPROVED

cc: Jack Ayres

REC'D
3-30-81
G

Road Design Engineer

Rev. 5/79

GON STATE HIGHWAY DIVISION
~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 1 of 4
Date March 26, '81

ection 28th Ave. - 34th Ave. (Eugene) County Lane

ind Of Work Grading, Paving, Signals, Landscaping Length 0.98 mi. Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	(7%)	103,000-
2	Temporary Protection and Direction of Traffic		All	All	-	40,072-
3	Temporary Signs		Sq. Ft.	1,110	6-	6,660-
4	Temporary Barricades		Each	82	125-	10,250-
5	Temporary Traffic Signal Installations		All	All	-	21,300-
	Temporary Traffic Signal Adjustments		All	All	-	10,000-
7	Temporary Plastic Safety Markers		Each	23	80-	1,840-
8	Flagmen		Hour	2,100	23^{50}	49,350-
	ROADWORK					
9	Clearing and Grubbing		All	All	-	5,000-
0	Removal of Structures and Obstructions		All	All	-	10,000-
1	General Excavation		All	All	-	41,952-
2	Structure Excavation for Wall		Cu. Yd.	120	10-	1,200-
3	Special Wall Backfill		Cu. Yd.	50	20-	1,000-
4	Aggregate Base		Ton	6,800	6-	40,800-
5	Cement Treated Base		Sq. Yd.	33,650	4^{50}	151,425-
6	Cement for Treated Base		Ton	1,200	91-	109,200-
7	Class "B" and Class "C" Asphalt Concrete Mixture		Ton	6,100	16-	97,600-
	Asphalt Cement in Mixture		Ton	400	185-	74,000-

FORM 734-1736 (1-79)

GON STATE HIGHWAY DIVISION
~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 2 of 4
Date March 26, '81

Section 28th Ave. - 34th Ave. (Eugene) County Lane

Length 0.98 mi. Name Bricher

ind Of Work

No	Item	Code	Unit	Quant.	Unit Cost	Total
19	4-inch Sewer Pipe		Lin. Ft.	10	11-	110-
20	10-inch Sewer Pipe		Lin. Ft.	1,050	12-	12,600-
21	12-inch Sewer Pipe		Lin. Ft.	260	15-	3,900-
2	21-inch Sewer Pipe		Lin. Ft.	108	30-	3,240-
3	24-inch Sewer Pipe		Lin. Ft.	168	35-	5,880-
4	Concrete Manholes		Each	3	1,000-	3,000-
5	Concrete Inlets, Type 4A		Each	33	500-	16,500-
6	Concrete Inlets, Type Park		Each	6	250-	1,500-
7	4-inch Concrete Surfacing		Sq. Yd.	2,425	12^{50}	$30,312^{50}$
8	5-inch Concrete Surfacing		Sq. Yd.	35	15-	525-
9	7-inch Concrete Surfacing		Sq. Yd.	135	22-	2,970-
0	Concrete Bike Paths		Sq. Yd.	9,660	15^{50}	149,730-
1	Concrete Curbs, Type A		Lin. Ft.	7,400	7-	51,800-
2	Concrete Curbs, Type C		Lin. Ft.	4,830	4-	19,320-
3	Loose Riprap, Class 50		Cu. Yd.	50	15-	750-
4	Sacked Riprap		Cu. Yd.	140	110-	15,400-
5	Filter Blanket		Cu. Yd.	47	15-	705-
6	Salvaging and Re-laying Pipe		Lin. Ft.	24	30-	720-
7	Adjusting Manholes		Each	30	175-	5,250-
8	Masonry Retaining Wall		Sq. Ft.	500	11-	5,500-
9	Bike Rail		Lin. Ft.	290	43-	12,470-
0	Channel Liner		All	All	-	720-
1	Bike Shelters		Each	6	4,000-	24,000-
2	Bus Passenger Shelters		Each	7	2,500-	17,500-

FORM 734-1736 (1-79)

EGON STATE HIGHWAY DIVISION
~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 3 of 4
Date March 26, '81

Section 28th Ave. - 34th Ave. (Eugene)
County Lane
Kind Of Work Grading, Paving, Signals, Landscaping
Length 0.98 mi.
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
43	Alterations to Existing Structure		All	All	-	2,000-
44	Shoring, Cribbing, Etc.		All	All	-	1,000-
45	Structure Excavation		Cu. Yd.	200	12-	2,400-
46	Structural Concrete, Class 3300 (38 C.Y. @ $300)		All	All	-	11,400-
47	3' × 35'/40' Prestressed Slabs		Each	6	2,350-	14,100-
48	4' × 35'/40' Prestressed Slabs		Each	8	2,350-	18,800-
49	Reinforcement (9,700 lbs. @ 0.50)		All	All	-	4,850-
	SIGNING					
50	Wood Sign Posts (1.0 MBM)		All	All	-	1,500-
51	Type "A" Signs in Place		Sq. Ft.	36	19-	684-
2	Type "C" and "D" Signs in Place		Sq. Ft.	232	12-	2,784-
	TRAFFIC SIGNALS					
3	Traffic Signal Installation, Complete		All	All	-	220,510-

FORM 734-1736 (1-79)

[illegible]GON STATE HIGHWAY DIVISION
~~SUMMARY - BID SCHEDULE~~ - COST ESTIMATE

Sheet 4 of 4
Date March 26, '81

Section 28th Ave. - 34th Ave. (Eugene)
County Lane
Kind Of Work Grading, Paving, Signals, Landscaping
Length 0.98 mi.
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	LANDSCAPING					
4	Roadside Seeding and Mulching		Acre	7.5	1,000-	7,500-
5	Furnishing and Planting Evergreen Trees		Each	214	52-	11,128-
6	Furnishing and Planting Deciduous Trees		Each	177	50-	8,850-
7	Furnishing and Planting 5 Gallon Shrubs		Each	325	16-	5,200-
8	Furnishing and Planting 2 Gallon Shrubs		Each	211	10-	2,110-
9	Furnishing and Planting 2 Gallon Ground Covers		Each	204	10-	2,040-
0	Furnishing and Planting 1 Gallon Ground Covers		Each	559	6-	3,354-
1	Imported Soil Mix		Cu. Yd.	1,075	21-	22,575-
2	Bark Mulch		Unit	22	150-	3,300-
	Lawn Construction		Acre	2.5	5,000-	12,500-
	Irrigation System		All	All	-	51,525-
	63 Groundcover Root Stops		Lin. Ft.	26	5-	130-
	64 Sidewalk Tree Well Cutouts		Each	6	60-	360-

9219

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

March 18, 1981

TO: E.J. Valach
Acting Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10122
Project No. M-0000(36)
28th Ave.-34th Ave. (Eugene) Section

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on April 30, 1981.

Funds for this project are available from obligations released on other projects by final voucher submissions and other actions.

DRH:bkc
Attachments

cc: Alfred Shirley
General Files

6

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)
3-18-81

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 City Sts., Hilyard, Amazon Prky. & 30th Ave. (Eugene) 65	ADT	PRESENT	FUTURE (66) (70) YEAR (71) (72)

REGION: 10

STATE NAME: Oregon

PROJECT NUMBER — PREFIX LETTER(S): M- 14 23 — NUMBER: 0000 7

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 Gr., Dr., H-T Pave., Str., Traf. Signal 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR. (74) (75)	

COUNTY NAME: Lane

CLASS OF FEDERAL FUNDS: Urban System

ROUTE NO.: U — FEDERAL-AID: 1090, 1100, 1145 (32) — STATE: City Sts. (36) (37) — U.S.: -----

NAME OF URBAN AREA 17-31: Eugene

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.18%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) 6104 X080 Y031		"28th Ave.- 34th Ave. (Eugene) Section."	0.98	1,690,000	1,490,200	99,900	99,900
							PROJECT TOTALS	0.98	1,690,000 (16) (23)	1,490,200 (24) (33)	99,900	99,900

CARD 1	CODE 1	PREPARED BY JLG
1	14	PROGRAM APPROVAL DATES 11-19-80

REMARKS
Additional Data: Item Nos. M-
Nos. M-1145(

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

3-18-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CT LOCATION (45 typewriter spaces) Sts., Hilyard, Amazon Prky. & 30th Ave. (Eugene)	ADT	PRESENT	FUTURE YEAR	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32	ITEM NO. 10122

ORK (35 typewriter Str., Traf.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): M- NUMBER: 0000 SEQ. NO.: (36)	I. Projects Only POST MI. DESIG.

Urban System

Eugene

COUNTY NAME: Lane CODE 039

ROUTE NO. U

FEDERAL-AID: 1090, 1100, 1145

STATE: City Sts.

U.S.: -----

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.18%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W								
NST DE) 04 80 31		"28th Ave.- 34th Ave. (Eugene) Section."	0.98	1,690,000	1,490,200	99,900	99,900	ROW-70' min.; Access Control-partial; Parking Restrictions-complete.
JLG		PROJECT TOTALS	0.98	1,690,000	1,490,200	99,900	99,900	

OVAL DATES

11-19-80

REMARKS

Additional Data: Item Nos. M-3 & M-23; Project Nos. M-1145(1) & M-1090(1).

-over-

28th Ave. - 34th Ave. (Eugene) Section
PROJECT NO. M-0000(36)

Project Data: The work under this project consists of the following:

1) Roadway ---------- Grade, drain, and High-type surfacing to provide a basic four lane curbed facility with channelization and bus turn outs for 1) Hilyard Street (FAU 1090), 2) 30th Ave. (FAU 1100) and 3) Amazon Parkway (FAU 1145).

2) Structure -------- Amazon Channel Br. #16530, widen existing prestressed flat slab structure 25 feet making a total roadway width of 61-ft., length 72.6 ft. with loading of HS-20-44.

3) Traffic Signals -- Up grade traffic signals at Hilyard & Amazon Parkway/30th Ave., Hilyard & E. Amazon Dr./33rd Ave., Hilyard & W. Amazon Dr./34th Ave., and Amazon Parkway @ 29th Ave. Install signal detection devices at Older & 30th Ave. and remove signal at Hilyard & 29th Ave.

4) Utility adjustments as required and incidental work common to this type of project.

Accommodation of Utilities: A State-City agreement to comply with paragrapn 6d(1) of PPM 30.4.1 was executed 4-28-80.

Maintenance: A State-City agreement to comply with Section 116, Title 23 U.S.C. was executed 4-28-80.

Data for PR 37: Type Code	6104	$1,365,000
	X080	70,000
	Y031	255,000
		$1,690,000

Note:
1) This project is in Congressional District No. 4.
2) On-the-job trainees, as set forth in FHPM 6-4-1-2 will be determined at PS&E stage and the number stipulated in the PS&E documents.

9289

Section 28th Ave. - 34th Ave. Programming Estimate $ ______ C

Highway Hilyard St. Project Length 0.98 mi.

County Lane 3-4-81 Completion Time a) All work except bus shelters, SIGS, SIGNS, LANDSCAPING by 9/30/81 b) All work except landscaping

Kind of Work Grading, Paving, Signals, Landscaping Est. Comp. Date by 11/30/81

Prefix 320 - 1949 Letting Date April 30, '81 Project No. M-0000(36)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 1,478,345.50
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
✓ Permanent Pavement Striping	5,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching		$ 21,200.00
✓ Asphalt Cement Adjustment	10,000	
✓ On the Job Trainees (2)	1,600	
State Responsibility for Damages		
✓ Signal Controller Testing (Engineering)	4,600	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
______		
______		
______		
✓ Survey monuments to be relocated	10,000	
Subtotal		$ 1,499,545.50
Contingencies (4-1/2%)		67,479.55
Engineering [✓ 8,] 9, 10%)		119,963.64
Subtotal—		$
Credit for ______		
Estimated Net Authorization, Construction		$ 1,686,988.69

APPROVED

cc: Jack Ayres

______
Road Design Engineer

3-3-81

PRELIMINARY COPY
SUBJECT TO CHANGE

REC'D
3-4-81
E

OREGON STATE HIGHWAY DIVISION

~~SU ARY—BID SCHEDULI~~ -COST ESTIMAT

Sheet 1 of 4

Date Jan. 26, '81

ection 28th Ave. - 34th Ave. (Eugene)

County Lane

ind Of Work Grading, Paving, Signals, Landscaping

Length 0.98 mi.

Name Ericher

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	(7%)	97,000-
Temporary Protection and Direction of Traffic		All	All	(3%)	40,072-
Temporary Signs		Sq. Ft.	1,110	6-	6,660-
Temporary Barricades		Each	82	125-	10,250-
Temporary Traffic Signal Installations		Each	1	21,300-	21,300-
Temporary Traffic Signal Adjustments		Each	1	10,000-	10,000-
Temporary Plastic Safety Markers		Each	23	80-	1,840-
Flagmen		Hour	2,100	23.50	49,350-
ROADWORK					
Clearing and Grubbing		All	All	-	1,000-
Removal of Structures and Obstructions		All	All	-	10,000-
General Excavation		All	All	-	35,000-
Structure Excavation for Wall		Cu. Yd.	120	10-	1,200-
Special Wall Backfill		Cu. Yd.	50	20-	1,000-
Aggregate Base		Ton	6,800 ~~1,165~~	6-	40,800-
Cement Treated Base		Sq. Yd.	33,650	2.50	84,125-
Cement for Treated Base		Ton	1,200	91-	109,200-
Class "C" Asphalt Concrete Mixture		Ton	6,100	16-	97,600-
Asphalt Cement in Mixture		Ton	400	185-	74,000-

OREGON STATE HIGHWAY DIVISION

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 2 of 4

Date Jan. 26, '81

ection 28th Ave. - 34th Ave. (Eugene)

County Lane

ind Of Work

Length 0.98 mi.

Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
4-inch Sewer Pipe		Lin. Ft.	10	11-	110-
10-inch Sewer Pipe		Lin. Ft.	1,050	12-	12,600-
12-inch Sewer Pipe		Lin. Ft.	240	15-	3,600-
21-inch Sewer Pipe		Lin. Ft.	108	22-	2,376-
24-inch Sewer Pipe		Lin. Ft.	200	27-	5,400-
Concrete Manholes		Each	3	1,000-	3,000-
Concrete Inlets, Type 4A		Each	33	500-	16,500-
Concrete Inlets, Type Park		Each	6	250-	1,500-
4-inch Concrete Surfacing		Sq. Yd.	2,425	12^{50}	$30,312^{50}$
5-inch Concrete Surfacing		Sq. Yd.	35	15-	525-
7-inch Concrete Surfacing		Sq. Yd.	135	22-	2,970-
Concrete Bike Paths		Sq. Yd.	9,660	15^{50}	149,730-
Concrete Curbs, Type A		Lin. Ft.	7,400	6^{50}	48,100-
Concrete Curbs, Type C		Lin. Ft.	4,830	4-	19,320-
Loose Riprap, Class 50		Cu. Yd.	50	15-	750-
Sacked Riprap		Cu. Yd.	140	110-	15,400-
Filter Blanket		Cu. Yd.	47	15-	705-
Adjusting Manholes		Each	30	175-	5,250-
Masonry Retaining Wall		Sq. Ft.	500	11-	5,500-
Bike Rail		Lin. Ft.	290	43-	12,470-
Channel Liner		All	All	-	720-
Bike Shelters		Each	6	4,000-	24,000-
Bus Passenger Shelters		Each	7 ~~8~~	2,500-	17,500-

REGON STATE HIGH Y DIVISION

~~SU ARY--BID SCHEDULE~~--COST ESTIMAT

Sheet 3 of 4

Date Jan. 26, '81

ection 28th Ave. - 34th Ave. (Eugene)

County Lane

ind Of Work Grading, Paving, Signals, Landscaping

Length 0.28 mi.

Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
STRUCTURE					
Alterations to Existing Structure		All	All	-	2,000-
Shoring, Cribbing, Etc.		All	All	-	1,000-
Structure Excavation		Cu. Yd.	200	12-	2,400-
Structural Concrete, Class 3300 (38 C.Y. @ $300)		All	All	-	11,400-
3' x 35'/40' Prestressed Slabs		Each	6	2,350-	14,100-
4' x 35'/40' Prestressed Slabs		Each	8	2,350-	18,800-
Reinforcement (9,700 lbs. @ 0.50)		All	All	-	4,850-
SIGNING					
Wood Sign Posts (1.0 MBM)		All	All	-	1,500-
Type "A" Signs in Place		Sq. Ft.	36	19-	684-
Type "C" and "D" Signs in Place		Sq. Ft.	232	12-	2,784-
TRAFFIC SIGNALS					
Traffic Signal Installation, Complete		All	All	-	220,510-

EGON STATE HIGHWAY DIVISION
~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 4 of 4
Date Jan. 26, '81

ection 28th Ave. - 34th Ave. (Eugene)
County Lane
ind Of Work Grading, Paving, Signals, Landscaping
Length 0.98 mi.
Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
LANDSCAPING					
Roadside Seeding and Mulching		Acre	7.5	1,000-	7,500-
Furnishing and Planting Evergreen Trees		Each	214	52-	11,128-
Furnishing and Planting Deciduous Trees		Each	177	50-	8,850-
Furnishing and Planting 5 Gallon Shrubs		Each	325	16-	5,200-
Furnishing and Planting 2 Gallon Shrubs		Each	211	10-	2,110-
Furnishing and Planting 2 Gallon Ground Covers		Each	204	10-	2,040-
Furnishing and Planting 1 Gallon Ground Covers		Each	559	6-	3,354-
Imported Soil Mix		Cu. Yd.	1,075	21-	22,575-
Bark Mulch		Unit	22	150-	3,300-
Lawn Construction		Acre	2.4	5,000-	12,000-
Irrigation System		All	All	-	51,525-

OREGON STATE HIGHWAY DIVISION 2-19-81 Highway # 720
120 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. ____________ Prefix 320-1949

Project Name 28th Ave.-34th Ave. Eugene
Hilyard Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon, this 19th day of February, 19 81

City of Eugene

~~Mayor~~ City Manager

~~City Recorder~~

Certified By:

Regional Right-of-Way Supervisor

Date 2/20/81

9289

PUBLIC WORKS DEPARTMENT • 858 PEARL ST. • EUGENE, OREGON 97401

February 17, 1981

Dave Jones, Resident Engineer
Oregon State Highway Division
1045 Gateway Loop
Springfield OR 97477

HILYARD STREET FAU PROJECT

It is our understanding that certain bike path and landscaping sections of this project are now deemed as "non-participating" by the State. We understand that this is based on a 1980 policy decision of the Oregon Transportation Commission to not expend State funds on bicycle paths and related facilities outside a State highway or participating city street right-of-way.

We wish to strongly protest this decision in regard to this project, on the following grounds:

1. In the construction and finance agreement for the project (#4661) which was executed on April 28, 1980, the project definition includes "various amenities such as bike paths, landscaping, noise barriers, and bus turnouts." Therefore, past precedents in which the actual agreement does not include such work would not seem to apply in this case.

2. As you are aware, the Federal Highway Administration and Department of Interior requirements on this Federally funded project are largely dictated by the impact and mitagation of impacts on parkland. As a result of Federal agency as well as local citizens' comments on the draft environmental impact statement, all of the bicycle path and landscaping that is proposed as part of the project has been deemed absolutely necessary to meet these strict requirements. In other words, these facilities are being built because of Federal requirements, and not simply at the whim of the City. Note, for example, that several facilities which were deemed during the revision of the environmental statement to relate to future parkland use and not to providing transportation through the project area or mitigation of project impacts, such as a future athletic field and at least one section of bicycle path, are labeled as "future" and are not to be included as part of this project.

In consideration of these points, we hope that the State Highway Division will reconsider its decision and elect to participate in the costs of these elements of the project.

Bert S. Teitzel, PE
City Engineer

BST:DR:pm/Tb18

9289

STATE OF ORE ON

INTE FFICE MEMO

Eugene

HIGHWAY DIVISION
DEPT

378-6558
TELEPHONE

TO: MEMO TO THE FILES

DATE: 1-30-81

Lyle K. Watson

FROM: FINAL DESIGN

SUBJECT: Project Name Change

It has been necessary to change the name of this project

FROM 29th Ave - Alder St. (Eugene)

TO 28th Ave - 34th Ave Section

Scheduled March 26, 1981

FEB 03 1981

cc: Region 3
Environment
Project Management
Structures
Right-of-Way
Road Design
Traffic
Location

PUBLIC WORKS DEPARTMENT • 858 PEARL ST. • EUGENE, OREGON 97401

Eugene

City of EUGENE

pls. dist.

cy: Keasey
Shirley
Moehring
Versteeg

January 12, 1981

Gary Potter
Department of Transportation
Environmental Section
Transportation Building
Salem OR 97310

Dear Gary:

Enclosed is a copy of the Lane Regional Air Pollution Authority approved Indirect Source Construction Permit for 30th-Hilyard-Amazon Project. Please note conditions A-2 and 3 on the signal at 30th and Alder. The permit approval should resolve the objections raised by US EPA to the roll back analysis used in the 30th-Hilyard-Amazon FEIS. If you have any questions feel free to call me at 687-5289.

Sincerely,

Terry Smith

Terry Smith
Environmental Analyst

TS:kb/Ma4

Enclosure

RECEIVED
Environmental Section

1 Versteeg ✓
Anderson
Christensen copy
2 Olson a copy
Sullivan copy
Terpin
Trout copy
3 Wakering

RECEIVED
JAN 19 1981
ROAD DESIGN SECTION

Do not File ☐

LANE REGIONAL
AIR POLLUTION AUTHORITY

(503) 686-7618
16 Oakway Mall, Eugene, Oregon 97401
Donald R. Arkell
XXxxxxxxxxxxxx, Program Director

RECEIVED
JAN 09 1981
DEPT. OF PUBLIC WORKS
CITY OF EUGENE

January 5, 1981

Mr. Terry Smith
Public Works Dept.
City of Eugene
858 Pearl Street
Eugene, OR 97401

RE: Indirect Source Permit
No. 202527

Dear ~~Mr. Smith~~ Terry:

The Lane Regional Air Pollution Authority has processed the permit application regarding an Indirect Source Construction Permit for the 30th - Hilyard - Amazon street widening and improvement project located at the vicinity of 30th and Hilyard, Eugene, Oregon, in accordance with all applicable Rules and Regulations.

We concur with your comments on the required monitoring that it should occur under both operative and inoperative modes for the traffic signal at 30th and Alder. We should collectively resolve the details prior to the monitoring start date.

We are pleased to advise that an Indirect Source Construction Permit has been issued. The Permit enclosed should be reviewed thoroughly.

If you have any questions, please contact Ralph Johnston at 686-7618.

Sincerely,

Don

Donald R. Arkell
Director

REJ/ec

Enclosure: Permit

LANE REGIONAL
AIR POLLUTION AUTHORITY

(503) 686-7618
16 Oakway Mall, Eugene, Oregon 97401
Donald R. Arkell
XXXXXXXXXXXX Program Director

LANE REGIONAL AIR POLLUTION AUTHORITY
16 Oakway Mall, Eugene, Oregon 97401
(503) 686-7618

INDIRECT SOURCE CONSTRUCTION PERMIT

Issued in accordance with the provisions of OAR 20-100 through 20-135.

Issued to: City of Eugene

Indirect Source: 30th - Hilyard - Amazon Street widening and improvement project.

Site: Vicinity of 30th and Hilyard, Eugene, Oregon

Permit No.: .202527 NCIS No.: 036

I. Permitted Activities

Until such time as this permit expires or is modified or revoked, the City of Eugene is herewith permitted to construct an Indirect Source located at the above address in accordance with the requirements, limitations and conditions of this permit. The specific listing of requirements, limitations and conditions contained herein does not relieve the permittee from complying with all other rules of the Lane Regional Air Pollution Authority, nor waive the right of the Authority to require compliance therewith.

FOR REQUIREMENTS, LIMITATIONS AND CONDITIONS OF THIS PERMIT, SEE

ATTACHED SECTIONS.

Issued by ____________
Director

Date of Issuance 1/7/81

Clean Air Is a Natural Resource - Help Preserve It

II. Permit Conditions and Limitations

A. The following special conditions shall apply to the permit:

1. This project shall be completed as detailed in the application.

2. Within 12 months of the completion of this project the permittee shall provide for short term monitoring of the CO levels at the worst case receptor as determined in the application. The sampling shall occur over a period of not less than 30 days during the period from November 1 through January 31. This sampling shall meet all federal, state and LRAPA requirements for CO monitoring.

3. If the monitoring required in No. 2 above demonstrates that the traffic signal at 30th and Alder has created a situation such that the CO levels are in excess of those in the application analysis, then the permittee will be required to remove the signal.

III.. This permit is subject to revocation for cause, as provided by law, including but not limited to:

A. Misrepresentation of any material, fact or lack of full disclosure in the application including any exhibits thereto, or any other additional information requested or supplied in conjunction therewith.

B. Violation of any of the requirements, limitations or conditions contained herein.

C. Initiating or completing any modifications of this project which are subject to review by the Lane Regional Air Pollution Authority under OAR Chapter 340, Sections 20-100 through 20-135 without prior notice to and approval by the Lane Regional Air Pollution Authority.

D. Failure to commence construction of this facility prior to 18 months following the date of issuance of this permit by the applicant.

E. Violation of any applicable statute or rule, standard, or order of the Lane Regional Air Pollution Authority.

Eugene

ROAD DESIGN SECTION 378-6558

Dave Jones
Resident Engineer

October 31, 1980

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Final Design Engineer

28th Avenue-34th Avenue Section
Hilyard Street (City of Eugene)
Lane County

Attached are plans on the subject project covering landscaping, TP and D Traffic and permanent signing. Revisions are shown in red.

There are no revisions to the general plans other than those previously telephoned to you so they are not included. Bridge and Traffic will have their revisions at a later date.

Please have the mylars revised accordingly and sent to us so we can preliminary then. Other changes can be added in the future. This will make it possible to meet a February letting date providing the city obtains all necessary permits.

DOC:rlr
Attachments

cc: D. N. Stoudenmeyer
L. E. George
Walt Hart

____Versteeg____
____Anderson____
____Christensen____
____Olson____
____Sullivan____
____Terpin____
____Trout____
____Wakerlig____

RECEIVED
OCT 31 1980
ROAD DESIGN SECTION

Do Not [illegible]
[illegible]
Bring [illegible]
Action____

9289

Eugene/ Springfield

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 21, 1980

In Reply Refer to
File No.: DES

Mr. David N. Reinhard
Supervising Engineer
Public Works Department
City Hall II
858 Pearl
Eugene, Oregon 97401

Dear Dave:

You may find, during the development of the preliminary engineering for your project, that you need to discuss a particular element of design. The enclosed "Designer's Statement" lists some of the design elements, permits, specifications and reports, and the person able to discuss that particular item.

Should you need assistance, please use the document to contact the appropriate person. The monitoring engineer for the 30th/Hilyard/Amazon Parkway project is Dave Jones, 1045 Gateway Loop, Springfield, Oregon, Phone: 726-3582.

Very truly yours,

Gary E. Zehner

Gary E. Zehner
Urban Engineer
Oregon State Highway Division

GEZ:pf
Enclosure

bcc w/enclosure:
D. O. Christensen
Lyle Watson
Jack Ayres

Form 734-3122

FINAL DESIGN UNIT

DESIGNER'S STATEMENT

PROJECT:__________ (Class ______)
Highway:__________ (Class ______)
County:__________
Region:______ Schedule Date:______
Current Estimate:__________

Type of Work:__________
Current ADT:__________
Projected ADT:__________
Projected DHV:__________
Authorized Funds:__________

Supervisor:__________
Designer:__________
Date Assigned:__________
Date Completed:__________
Est. Man Days:__________
Man Days Used:__________

ELEMENTS OF PROJECT DESIGN	Yes	No	Person Contacted	Date Requested	Date Received	Remarks
Has Project Narrative Report been reviewed?						
Approved Base Design received?						
Have you reviewed the Roadway Design Standards?						
Has project been reviewed for a bikeway?						
Will the Project require and are development plans needed for: a. Material Source						
b. Borrow Source						
c. Disposal Site						
Are detailed stage construction plans required?						
Right-of-way information submitted to the Right-of-Way Descriptions Unit (Hank Wakerlig Ext. 6558) a. Slopes						
b. Utilities						
c. Permanent Signs						
Have you furnished temporary protection and direction of traffic information to the Sign Design Unit? (Bill Beard Ext. 6064)						

FINAL DESIGN UNIT

DESIGNER'S STATEMENT

Page 2

ELEMENTS OF PROJECT DESIGN	Yes	No	Person Contacted	Date Requested	Date Received	Remarks
Review with Location: (Frank Terpin Ext. 6883)						
a. Foundations						
b. Slides						
c. Benching						
Are there drainage problems that should be reviewed with the Hydraulics Unit: (Dick Lenz Ext. 6569)						
Review with Structures Section: (Walt Hart Ext. 6551)						
a. Proposed Bridges						
b. Retaining Walls						
c. Special Structural Design Problems						
d. Temporary Illumination						
e. Permanent Illumination						
Review with Traffic Section: (Bud George Ext. 6537)						
a. Traffic Signals						
b. Accident Report, Overlays						
c. Permanent Signing						
Review with Landscape Unit: (Merle Anderson Ext. 3881)						
a. Temporary Erosion Control						
b. Final Landscape Details						
PERMITS AND DOCUMENTS						
Will Project require any of the following:						
Division of State Lands (Don Trout Ext. 6558)						
a. Embankment or Excavation in Streams (50 cubic yards or more)*						
b. Channel Changes						
c. Riprap in Streams						
d. Disposal Areas, Wetlands						
e. Material Source						

* If less than 50 cubic yards we go directly to the Dept. of Fish and Wildlife

FINAL DESIGN UNIT

DESIGNER'S STATEMENT
Page 3

DRAINAGE DISTRICT PERMIT :(Don Keyes Ext. 6265)
COAST GUARD PERMIT :(Paul Anderson Ext. 6551)

ELEMENTS OF PROJECT DESIGN	Yes	No	Person Contacted	Date Requested	Date Received	Remarks
Dept. of Geology and Mineral Industries (Don Trout Ext. 6558)						
a. Mining Permit for Material Source						
U. S. Corps of Engineers (404 Permit) (Don Keyes Ext. 6265)						
a. Embankment below high water						
b. Embankment on Wetlands						
c. Riprap in Streams						
Federal Highway Administration (Lyle Watson Ext 6558)						
a. Mandatory Material Source						
b. Mandatory Disposal Site						
c. Mandatory Borrow Source						
d. Approval for use of State Owned Materials						
e. Approval for use of Salvaged Materials						
Railroads (Roger Trygstad Ext. 6511)						
a. Encroachments						
b. Right-of-way						
c. P.U.C. Permits						
SPECIFICATIONS (Jack Sullivan Ext. 6385)						
Have you furnished Quantity and Cost Estimates?						
Project Plans-in-Hand Review?						
Have you reviewed the Specifications?						

— REPORTS —

R/W Certification (Region R/W SUPERVISOR)
Sound (Region Environmentalist)
Cultural Resources (Gary Potter Ext. 8486)
Utility Status (Region Utility Engineer)
Environmental Mitigation (Don Trout Ext. 6558)
Railroad Status (Roger Trygstad Ext. 6511)

9289.

May 7, 1980

AGR 4

City of Eugene
City Hall
Eugene, OR 97401

Attention: W. R. McGuire
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4661

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the following projects:

28th Ave. - 36th Ave. Section
Hilyard Street

29th Ave. - Alder St. Section
Amazon Parkway & 30th Avenue

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert Cormsen
COMMISSION SERVICES

FKN/gnk

cc: Mr. Irv Berman, Planning Engineer, City of Eugene
858 Pearl Street
Eugene, OR 97401

bc: Don Harwell (Agree. attached)

9289

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

April 21, 1980

In Reply Refer to
File No.: PRO 6

Mr. Irv Berman
Planning Engineer
City of Eugene
858 Pearl St.
Eugene, OR 97401

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
APR 22 1980
REFERRED TO
FOR
FILE: PM FA LG.

Dear Irv:

This will acknowledge receipt of three signed copies of Preliminary Engineering and Construction - Finance Agreement No. 4661 for the 28th Avenue - 36th Avenue Section of Hilyard Street and 29th Avenue - Alder Street Section of the Amazon Parkway and 30th Avenue project. Also acknowledged is City Resolution No. 3329 authorizing execution of this agreement.

By copy of this letter I am forwarding these documents to the Project Management Section in Salem for further processing.

A fully executed copy of this agreement will be returned to you for your files as requested.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER
By JACK AYRES
Regional Federal-Aid Engineer

ja/cp

cc: D.H. Moehring ✓ Executed copy to Irv Berman, please
L. Asburry
D. Jones

JA

Form 734-3122

9289

RESOLUTION NO. 3329

4-14-80

A RESOLUTION AUTHORIZING EXECUTION OF CONTRACT NO. 4661 WITH THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, CONCERNING AN URBAN SYSTEM CONSTRUCTION PROJECT.

The City Council of the City of Eugene finds that:

Pursuant to Title 23, U.S. Code, the Federal Government has made aid available to the states in the form of the "Urban System Program". This aid is being made available to the City of Eugene, through the State of Oregon, for improvement of Hilyard Street, 30th Avenue and Amazon Parkway, which have been designated part of the urban system network.

The project will consist of all work necessary to widen the approaches to a major arterial intersection, modernize the existing traffic signal system, install new traffic signals on 30th Avenue at Alder Street, and construct various amenities such as bike paths, landscaping, noise barriers and bus turnouts. Additional right-of-way will be acquired and construction engineering will be performed as participating costs. The City will perform the preliminary engineering at its sole expense.

The City has authority under ORS and the Charter and Ordinances of the City to enter into an agreement with the State of Oregon for construction of this project. Pursuant to such authority, the City should enter into Contract No. 4661 with the State of Oregon, Department of Transportation, for the purposes stated therein, and a copy thereof is attached hereto as Exhibit "A", so marked, and by this reference incorporated herein.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, a Municipal Corporation of the State of Oregon, as follows:

Section 1. Based upon the above findings, the City Manager is hereby authorized and directed to execute on behalf of the City of Eugene Contract No. 4661 with the State of Oregon, Department of Transportation, to provide for the improvement of Hilyard Street, 30th Avenue and Amazon Parkway in accordance with the terms and provisions of that agreement, a copy of which is attached hereto as Exhibit "A" and incorporated herein by reference.

The foregoing Resolution adopted the 14th day of April, 1980.

/s/ W. R. McGuire
City Recorder

9289

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 20, 1980

NOTED
E. S. HUNTER

Mr. Irv Berman
City of Eugene
Public Works
858 Pearl Street
Eugene, OR 97401

RE: 29th--Alder Street (Eugene)
Amazon Parkway
Lane County

Dear Mr. Berman:

Enclosed are some EPA comments on the air quality sufficiency of the FEIS for the subject project. Based on a phone conversation with Mr. Terry Smith on your staff, we feel that these comments can most effectively be addressed as part of your planned indirect source permit application. In order to satisfy the EPA concerns and to expedite approval of the project, we suggest that you proceed with obtaining an indirect source permit as soon as possible. Once the permit is obtained, you can send the air quality analysis and your response to the other comments to EPA as documentation that the project is still consistent with the SIP.

Please let us know if this approach is satisfactory. If it is, we will assume that the project is progressing according to your local schedule and priorities.

Sincerely,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

RECEIVED
TECHNICAL SERVICES
MAR 24 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

GAP:AJG:ct

Attachment

Form 734-3122

4289

L

VICTOR ATIYEH

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No
PRO 6-4

January 29, 1980

TO: G. L. Green
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Preliminary Engineering (Phase 2)
Lane County

I request authorization, after statutory requirements have been fulfilled, to proceed with the portion of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval for the following:

Project No.	Section	TEC	FF
M-1145(1)	29th Ave - Alder St. (Eugene)	$2,000	$1,260
M-1090(1)	E. 28th Ave.- E. 36th Ave. (Eugene)	$1,500	$1,170

This request is based on the fact that FHWA's adoption on November 6, 1979 of the Final Environmental Impact Statement titled "30th-Hilyard-Amazon Project" constitutes location/design approval.

JLG:bke

cc: H. S. Coulter
E. S. Hunter
Alfred Shirley Jr. (Region 3)

RECEIVED
STATE HWY ENG
JAN 30 '80
REFER TO

Info	[illegible]	[illegible]	[illegible]	Sign	Act	File

Form 734-3122

9259

4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 24, 1980

NOTED
E. S. HUNTER

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

SUBJECT: Final EIS Distribution
29th Avenue-Alder Street (Eugene)
30th-Hilyard-Amazon Project
City of Eugene
Lane County

Dear Mr. Green:

The attached letter and list represents our distribution of the subject statement on January 24, 1980.

Sincerely,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section

GAP:ct

Attachment

RECEIVED
TECHNICAL SERVICES

JAN 24 '80

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

FINAL EIS DISTRIBUTION LIST

SECTION 29th and Alder (Amazon Parkway) DATE OF DISTRIBUTION ____________
HIGHWAY ____________ FEDERAL AID NO ____________
COUNTY Lane

DISTRIBUTED TO	NO. OF COPIES	FEIS	TECH REPORT
IN-HOUSE DISTRIBUTION:			
* E.S. Hunter, Asst. State Hwy. Egr.	1	✓	
* F. E. Terpin, Location	3	✓	
* J. H. Versteeg, Engineering	4	✓	
* J. B. Boyd, Right of Way	2	✓	
* C. T. Keasey, Construction	1	✓	
* Walt Hart, Structures	~~4~~ 1	✓	
* ~~George Bell, Public Affairs~~	~~2~~		
* John Earley, Public Affairs	( )	✓	
* D H Moshring, Proj. Asgnment	(~~2~~)	✓	
* Region	(10)	✓	
FEDERAL AGENCIES:			
* FHWA	~~15~~ 19	✓	
Federal Energy Administration	1		
U.S. Department of Agriculture	1		
U.S. Department of Housing	1		
U.S. Department of Interior	9 (12 if 4f)	✓	
Federal Aviation Administration	1		
Corps of Engineers	1		
Environmental Protection Agency (Seattle)	1	✓	
National Marine Fisheries Service (PDX)	1		
U.S. Coast Guard	1		
U.S. Dept. of Commerce	1		
* U.S. Dept. of Energy, Div. of Nepa Affairs	1	✓	
	( )		

STATE AGENCIES: **Sent by Clearinghouse. Allow 1 extra copy for Clearinghouse.

DISTRIBUTED TO	NO. OF COPIES	FEIS	TECH REPORT
**Department of Agriculture	1		
**Department of Economic Development	1		
**Department of Energy	1		
**Department of Environmental Quality	1	✓	
**Department of Fish & Wildlife, Jerry McLeod	3		
**Department of Forestry	1		
**Department of Geology & Min. Indus.	1		
**Dept. of Land Cons. & Development	1	✓	

Page 2, FEIS Distribution List

Section ______
Highway ______
County ______

**Department of Water Resources	1	___	___
**Division of State Lands	1	___	___
**Soil & Water Conservation Office	1	___	___
**State Historic Preservation Office	1	✓	___
**State Parks Branch	1	✓	___
______	( )	___	___
______	( )	___	___
Oregon State Library	~~10~~ 1	✓	___

OTHER INTERESTED PARTIES ON STANDARD DISTRIBUTION: (Red Tagged in Rolodex+)

Oregon Environmental Council	1	✓	___
+Ken Brittain, Environmental Studies Center, U of O, Eugene, OR 97403	1	✓	___
______	( )	___	___
______	( )	___	___

PARTIES WHO GET A COPY IF LOCATED IN THEIR COUNTY IF THEY COMMENTED:

Benton County: Oregon State University	1	___	___
Coos, Crook, Curry, Deschutes, Douglas, Jackson, Jefferson, Josephine, Klamath, and Lake Counties: Southern Oregon College, Regional Development Ctr., Ashland	1	___	___
______	( )	___	___
______	( )	___	___

ATTACHED IS A LIST OF "OTHER INTERESTED PARTIES" TO GET A COPY OF THIS PROJECT:

Lane Council of Governments	(1)
US Dept of Agriculture, Soil Conservation Service	(1)
Ore. Dep't of Water Resources	(1)
Lane Regional Air Pollution Authority	(1)
US Army Corps of Engineers	(1)
Ore. Dep't of Fish and Wildlife	(1)
US Dept of Commerce	(1)
Lane Transit District	(1)
Division of State Lands	(1)
U.S. Coast Guard	(1)

Wayne and [illegible] Wiitoner - 612 E. 31st - Eugene 97405
Orval Etter - 2783 Alder - Eugene 97405
John Boyer - Wildish Bldg - 1445 Willamette - Eugene 97401
Susan P. Elder - 1995 Center Way - Eugene 97405
Carole Freeman - ~~2525 Potter~~ 2883 Pearl - Eugene 97405
Lotte Streisinger - Rt. 4, Box 311 - Eugene 97405
Loretta and Robert Congar - 5360 Nectar Way - Eugene 97405
Edward D. Casolaro - 4 Cactus Drive - Havre, Montana 59501
Daniel R. and Barbara L. Marshall - 3445 Potter St - Eugene
Jerome Garger - 3460 Pearl - Eugene 97405

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 24, 1980

TO WHOM IT MAY CONCERN:

The enclosed copy of the Final Environmental Impact Statement for 29th Avenue-Alder Street (Eugene) in Lane County, Oregon has been adopted by the Federal Highway Administration and filed with the Environmental Protection Agency and is being submitted for your review and comment. This document is being distributed on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

If it is your desire to further explore the impact of this project on the community, please address your comments to the Federal Highway Administration Office, The Equitable Center, Suite 100, 530 Center Street NE, Salem, OR 97301. This office would appreciate a copy of your comments.

Very truly yours,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section
412 Transportation Bldg.
Salem, OR 97310

GAP:ct

Enclosure

Form 734-3122

9289

PUBLIC WORKS DEPARTMENT • 858 PEARL ST. • EUGENE, OREGON 97401

City of EUGENE

January 18, 1980

TO: City Manager, City Council, and Other Interested Parties

FROM: Don Gilman, Acting Director of Public Works Don Gilman

SUBJECT: 30TH-HILYARD-AMAZON PROJECT/INFORMATIONAL UPDATE

In March 1977, the City Council authorized staff to proceed in seeking State and Federal approval of the Environmental Impact Statement (EIS) for the street widening project.

The EIS has been approved by both State and Federal agencies. The City Council will hold a public hearing on March 24, 1980, at 7:30 p.m., Council Chamber, to consider whether the City will enter into an agreement with the State and Federal governments to finance and construct the proposed project.

Basically, the project consists of widening Hilyard from 28th Avenue to 34th Avenue, and Amazon Parkway-30th from north of 29th Avenue to Kincaid Street, to four travel lanes with inclusion of an additional turning lane at major intersections. In order to minimize affecting existing residences, the bulk of the needed additional right-of-way will be obtained from City-owned parkland. A net parkland acreage increase will be obtained by vacation to the park of 29th Avenue, 32nd Avenue, and alleys in the project area.

Incorporated in the project is a new signal at Alder/30th (to facilitate bikes crossing 30th), landscaped median islands, extensive landscaping throughout the project and park areas, bus transfer facilities, bicycle paths and racks, and revamping of existing signals to accommodate the new lane configuration.

The preliminary total project costs are estimated at $1,544,000 to be shared by Federal, State, and City governments. The estimate is preliminary because the project has not been field surveyed nor has it received final design analysis.

IB:so/Ta24

9289 Form FHWA 121 (6/79)

2

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: FHWA Review and Approval of Final Environmental Impact Statements

Date: November 27, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD-OR/090.15

To: Mr. H. S. Coulter, State Highway Engineer

Mr. Hunter's October 17, 1979, letter asked for our review of the time required to review and approve FEIS's within FHWA.

Although we have not retraced each of the projects listed in the letter, overall we cannot identify serious avoidable delay in FHWA's actions. In our office we continue to assign priority to our own review and forwarding documents for review in other offices. There is continual contact and coordination between our office and our Regional Office concerning individual environmental documents. We have discussed your specific concerns with our Regional Office. On a project by project basis they did agree to prioritize their own reviews in accordance with our understanding of your priorities where several EIS's are being processed at one time as in July of 1979.

Many documents are routine and are approved in a short period of time. There are some proposals, however, which take a substantive legal analysis.

As you are aware, one of the critical issues is the involvement with a public park under Section 4(f) which usually extends the review time for final EIS's. Many discussions have been held on reducing the time required in the 4(f) review process. Continued careful attention to the coordinating process seems the best course at present.

I am broadly circulating Mr. Hunter's October 17 letter and this response within FHWA to reinforce our commitments to advance environmental documents as rapidly as possible within the constraints of our resources and responsibilities.

Original Signed By
E. J. VALACH
Program Development
Engineer
G. L. Green

RECEIVED
TECHNICAL SERVICES
NOV 28 '79
REFER TO
FOR
Info | Inves | R/D | D/R | [illegible] | [illegible] | File

cc:
OSHD (E S Hunter)

cc Potter
11-29-79

CON 2.10
Eng.

October 17, 1979

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97310

Dear Mr. Green:

A matter has come to my attention that I believe needs your immediate action.

As a result of critical scheduling, staffing and use of consultants, several projects throughout the state and particularly in the Portland area are in the final environmental statement approval stages. You will recall our meeting of several months ago where it was agreed that the Environmental Section would furnish a list of final negative declarations and EIS's and approximate dates of arrival at your office for approvals. Such a list was prepared and sent to you, Messrs. Cusack, Valach, and Riedl.

To date, we have been experiencing poor response from FHWA on approval of environmental documents. The following projects have not been approved:

Project	Date Submitted
29th Ave.-Alder St. (Eugene) (30th-Hilyard-Amazon Project) Lane County (Final)	7-27-79
SW 89th Ave.-Interstate 5 Nyberg Road Washington County (Final)	7-31-79
Scappoose Section Lower Columbia River Highway U.S. 30 Columbia County (Final)	9-4-79

Project	Date Submitted
Foothill Blvd.-Rogue River and Redwood Highways (3rd Bridge, Grants Pass) Josephine County (Final)	8-29-79

Also, the following projects have been approved, but I am submitting the dates of submittal and dates of your approval to illustrate the time frames we are concerned about.

Project	Date Submitted	Date Approved	Months
Clackamas Hwy. Improvement Project E. Portland Freeway-Boring Rd. Clackamas County (Final)	7-27-79	9-18-79	1.75
Powell Blvd. Phase II SE 50th Ave. to I-205 Mt. Hood Highway No. 26 Multnomah County	7-25-79	9-12-79	1.6
N. Oswego Ave.-West City Limits Columbia Blvd. City of Portland Multnomah County	7-11-79	9-14-79	2.0
Powers Highway, No. 242 State Secondary Hwy. 242 Coos County	4-23-79	8-2-79	3.2

I would appreciate your review of this situation and any remedial action that you could take to reduce the time for review and approval.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

GAP:lb/ESH:ab
bc: H. S. Coulter
D. H. Moehring
G. A. Potter
R. N. Bothman

9289

FORM 81-734-3030

c

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
September 21, 1979

FILE: PRO 6

Jack Ayres

FROM: JACK AYRES
Regional Federal-Aid Engineer

TO: D.H. Moehring
Asst. State Highway Engineer
SALEM

Attention: Mainor Holmes

SUBJECT: 30th/Hilyard/Amazon Parkway
Revised Agreement Request
City of Eugene
Lane County
Project No. M-1145(1)

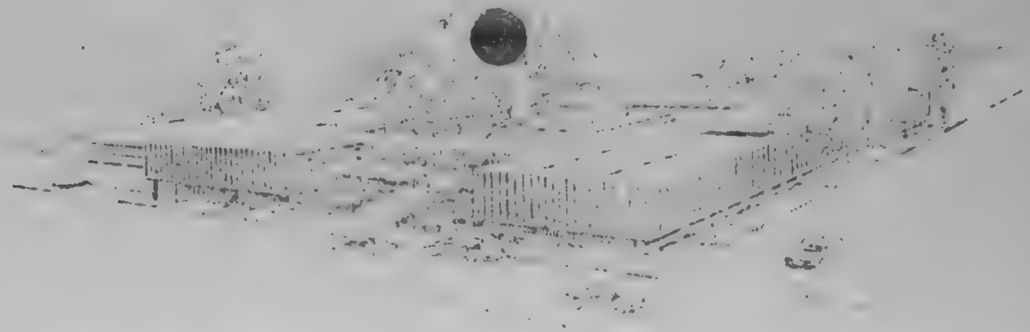
Attached is a request from the City of Eugene to update the Federal Aid Urban Agreement for the subject project. Although the current agreement is probably satisfactory, the city has cited several reasons in their attached letter for desiring a new one.

Would you compare the old agreement vs. the new request and see if we can come up with a satisfactory solution for them.

ja/cp
attach.
cc: Larry Asburry
Ellis Jones
Neil Flanagan

PROJECT MANAGEMENT BRANCH
ASHE ☐ SPE ☐
PLE ☐ LE ☐ [✓ PRE ☐]
SEP [illegible] 1979
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

CITY
OF
EUGENE



DEPARTMENT OF PUBLIC WORKS — 858 PEARL STREET — EUGENE, OREGON 97401

September 18, 1979

Jack Ayers, Regional Federal Aid Engineer
Region Three
Oregon State Highway Division
PO Box 1128
Roseburg OR

30TH/HILYARD/AMAZON PARKWAY URBAN SYSTEM PROJECT AGREEMENT--PROJECT NO. FAU 5104

We do not feel that the February 28, 1973, agreement is adequate, due to the major changes subsequently suggested by the Federal reviewers and incorporated in our final EIS.

Specifically, reference is made to our May 29, 1979, FAU application update and should incorporate, among other changes:

1. Project scope--Hilyard Street work; signal modifications, and the new installation on Alder at 30th Avenue; Amazon Park bicycle-pedestrian paths; noise barrier berms; etc.
2. The 88 percent Federal, six percent State, and six percent City funding participations, as well as the changing of the General Provisions section to reflect the State and City contributing 50 percent of the difference between the actual total cost of the project and the FHA allocation.
3. The revised geometric section dimensions.
4. The City Manager signature requirement in lieu of the Mayor, as specified on the agreements.

I would appreciate your expediting the revised agreements for our execution, as the EIS is due back from the Federal government momentarily and we'd like to proceed on right-of-way acquisition and engineering design to meet the 1980 construction season.

Irwin Berman, PE
Planning Engineer

IB:sp/Ta5

8209

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 27, 1979

In Reply Refer to
File No.:

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. NE
Salem, OR 97301

Subject: Final Environmental Impact
Statement and Section 4(f)
Statement
29th Avenue-Alder Street (Eugene)
Lane County, Oregon

Dear Mr. Green:

The subject project EIS is being forwarded, in compliance with FHPM 7-7-2, for approval. Although nearly five years have elapsed since the release of the draft document, recirculating the draft does not appear warranted. This conclusion is based upon the following factors:

The public has been kept informed of the project during the intervening years;

The project is a component of the now adopted Eugene-Springfield Area 2000 Transportation Plan;

The project is not expected to be controversial on environmental or other issues; and

The document adequately evaluates the social, economic and environmental impacts of the project as now advanced.

This information supports the conclusion that further circulation and processing would only serve to further delay the project without benefiting the reviewing public. Your early approval is requested.

Sincerely,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section

RECEIVED
DOT DIRECTOR
JUL 27 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

GAP:brl

Attachment

Form 734-3122

9289

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

June ~~1~~ 6, 1979

In Reply Refer to File No.: PRO 6

Mr. Nathan Duke
Department of Public Works
City of Eugene
858 Pearl St.
Eugene, OR 97401

ATTENTION: Irv Berman

Dear Irv:

This will acknowledge receipt of project applications for the Eugene Carpooling Program and the 30th at Hilyard Intersection widening project, both of which are priority projects to be funded with Federal Aid Urban funds.

By copy of this letter I am forwarding these project applications to the Project Management Section in Salem for further processing.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

Jack Ayres
By JACK AYRES
Regional Federal-Aid Engineer

JA/cp

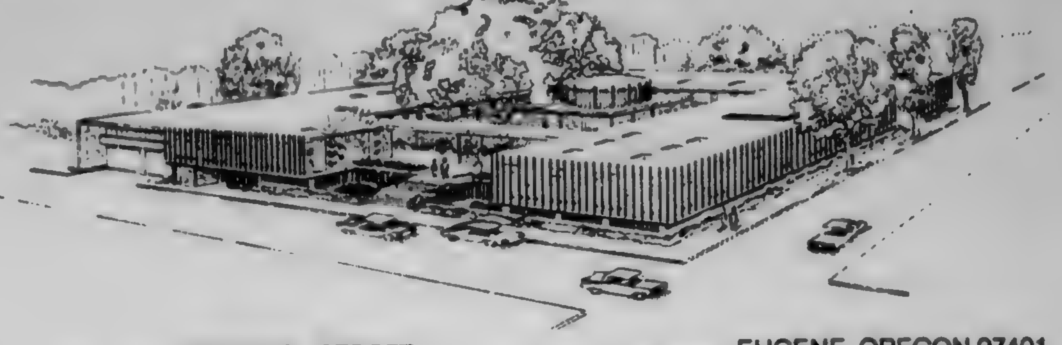
cc: D.H. Moehring ✓

6-6-79
This project was a TOPICS Project & was Canceled, now is included in the 29th Ave.- Alder St Section of Amazon Pkwy & 30th. No further approval needed.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
[illegible] ☑ [✓ FAE ☐] OPE ☐
JUN 4 1979
File: PM FA LG OP
IAA Z:1

Form 734-[illegible]

CITY
OF
EUGENE



DEPARTMENT OF PUBLIC WORKS — 858 PEARL STREET — EUGENE, OREGON 97401

TO: JACK AYRES
REGIONAL FEDERAL AID ENGINEER
REGION 3
OREGON STATE HIGHWAY DIVISION
P.O. BOX 1128
ROSEBURG OREGON

DATE: 5/29/79

ATTENTION:

RE: 30TH/HILYARD INTERSECTION WIDENING PROJECT

We are sending you:

Herewith:
By Mail X
By Messenger____

Under Separate Cover:
By Mail________
By Messenger____

Description:
3([illegible]) copy, FEDERAL AID PROJECT REQUEST
1([illegible]) copy, SIGNALIZATION DATA TABLE
4([illegible]) [illegible] copies, Project location map
4([illegible]) copies, set various maps related to project—(9 maps to each set)

Remarks: Please process, thank you.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

By Nathan Dule

C-11

FEDERAL AID PROJECT REQUEST

Date 5-23-79

Applicant Agency City of Eugene

Request for: Off-System____, FAS-C____, FAUS X Project

Federal Aid Route No.____ Route Name____

Project Name 30th / Hilyard Intersection Widening Project

Project Length East/West 0.4 mi. North/South 0.49 Mi. Project Location (Attach sketch map)

Project Description

The proposal is to widen the approaches to a major arterial intersection in Southeast Eugene, modernize the signal system and construct various amenities such as bike paths, landscaping and bus turnouts.

Average Daily Traffic 15,000 per leg average Design Speed 30 M.P.H.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) Varies - see attached maps (Figs 6-9)

Width____ Travel Lanes____ Shoulders____

Medians____ Parking____

Sidewalks____

Remarks____

2. Desired Roadway Cross Section: (Attach sketch) Varies - see attached maps (Figs. 10-13)

Width____ Travel Lanes____ Shoulders____

Medians____ Parking____

Curbed____ Length Curb Radii____

Sidewalk/Bikeway____

Remarks____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Varies Minimum 60' Maximum 80'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes____ No X

3. Will additional right-of-way be needed? Yes X No____

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No____

Remarks Cost of miscellaneous private right-of-way=approximately $6,300. There will be an exchange of right-of-way with park land & roadway needs, for a net increase to park land. (See Fig. 14)

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Existing signalization located at following locations: 1. 29th and Amazon Parkway. 2. 30th and Hilyard 3. East Amazon Dr. and Hilyard. 4. West Amazon Dr. & Hilyard All are 2 phase traffic actuated with the exception of 29th & Amazon Parkway which is 5 phase traffic actuated.

2. **Proposed Signalization:**

Location Signalization is proposed for each of the intersections mentioned in Item III plus an additional signal is to be constructed at 30th and Alder.
Type See attached table.
Phases See attached table
Type of Suspension Signal standard with mast arm.
Interconnected Yes 1. 30th between Hilyard and Alder 2. Hilyard between East and West Amazon Dr.
Remarks

3. **Permanent Signing:**

Include in project or by applicant? by applicant

4. **Permanent Striping:**

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

Mercury vapor type lamps are presently located on Hilyard at 300' on-center, mounted on power poles. Single street lights on power poles are located at 30th & Alder and 30th & Kincaid. Street lights are mounted to the signal standards at: 1. 30th & Hilyard 2. 29th and Amazon Parkway.

2. **Proposed Illumination:**

Location Existing lighting to be relocated in accordance with wider roadway
Type alignment at the expense of the utility. (EWEB)

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location Amazon Parkway Bridge across Amazon channel @ 150' west of Hilyard.
Type Concrete bridge with 36' roadway width.
Approach Roadway Width 36' **Shoulder Width** South side-6' walk, North-3'
Length 72' **Width** Total width 45'
To remain in place? Yes, this structure will carry East bound traffic over Amazon channel and bikeway.

2. **Proposed Structure:**

Location Location is same as above. Existing structure will be widened.

Approximate Size: **Length** same **Width** 75' with 6' walk on South side (See attahced maps.)

Are sidewalk/bikeways desired? Yes (see attached maps) fig 14 Bike path is to follow channel under structure on West bank of Amazon channel

Are any utilities to be attached to structure? Yes; bike path passing beneath structure will be illuminated.

Are provisions for illumination desired? ____________________

Are there any unusual or complicating conditions? ____________________

Remarks ____________________

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ________ No X

   Name of Railroad ____________________
   Existing Crossing Protection ____________________

2. Will existing railroad crossing be altered? N/A

   Remarks ____________________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Public Works Department - Information Coordinator
   Office
2. Environmental — Public Works Department - Planning Division
   Office
3. Public Hearing — Public Works Department - Information Coordinator
   Office

Remarks ____________________

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State ________ Consultant ________

2. **Project construction engineering to be performed by:**

Applicant x **State** ____ **Consultant** ____

3. **Will applicant perform any work prior to or after award of contract?**
Yes X **No** ____
If "yes," describe briefly: Preliminary engineering, construction engineering and administration of contract will be performed by the applicant.

4. **Applicant's estimate of cost for requested project:**

Roadway Work	$ 892,000
Right-of-way costs (if participating)	6,300
Traffic control	334,000
Illumination - included in off street bike path	
Structures - included in "Roadway work"	
Railroad	
Other Landscaping, berms, off-street bike paths	291,000
Preliminary engineering	included in "Roadway work"
Bus shelters and bike racks	20,700
PROJECT TOTAL	$ 1,544,000

Remarks ____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Eugene, Oregon **and/or** ____ **COUNTY**

By Irwin Berman Irwin Berman **By** ____

By Acting Planning Engineer **By** ____

By ____

Proposed Signalization for 30th/Hilyard

Intersection	Description
Hilyard and 30th/Amazon Parkway	8-phase, fully actuated signal with presence detector on all phases.
30th and Alder Street	2-phase fully actuated signal with presence detection on all phases expandable to 5 phases.
29th and Amazon Parkway	5-phase fully actuated signal; presence detection on all phases.
Hilyard and 34th/W. Amazon Dr.	5-phase/1 overlap signal fully actuated presence detection all phases. 2 signal standards, and some conduit to be salvaged and reused.
Hilyard and 33rd/E. Amazon Dr.	5-phase signal fully actuated with presence detection on all phases. 2 signal standards, one post, and most conduit to be salvaged and reused.

CON 21-10
Eugene

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
March 30, 1978

FILE:

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT: Oregon Project No. 5104(1)
30th-Hilyard-Amazon Widening Project

TO: H. S. Coulter
State Highway Engineer

NOTED
H. S. COULTER

Attached is a copy of a letter from G. L. Green, Division Administrator of FHWA, concerning the environmental document for a project in the City of Eugene.

This office concurs with the City of Eugene's request not to issue a new draft EIS on their project. I believe that the city has done at least and probably more than is required for public input and environmental considerations on this project and nothing would be accomplished by issuing a new draft EIS.

RECEIVED
ENVIRONMENTAL SECTION
MAR 31 1978
Referred to

as/cw
Attach.

Copy: Shirley
Hunter
this to Potter.
Coulter

The Env. Section has not seen either letter, so no response is being assembled. However, if the FEIS is submitted with deficiencies corrected as per last study committee, we will process the document. The city was advised to show why they should not hold another hearing or recirculate the EIS.

RECEIVED
STATE HWY ENGR
APR 3 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
STATE HWY ENGR
MAR 31 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

GAP. cy Hunter / Potter / — I have no record of receiving the FHWA March 2 letter — Assume Gary may be assembling or has made a response. — where are we on this?

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 2, 1978

In reply refer to: HB.3-OR

SUBJECT: Oregon Project No. 5104(1)
30th-Hilyard-Amazon Widening Project
Final EIS

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Oregon Department of Transportation
Salem, Oregon

Attn: Mr. Alfred Shirley, Jr
Region 3

Attached is Mr. Reinhard's February 24, 1978 letter to Mr. Lowe explaining the City's position which is to prepare and circulate now the final EIS.

This question came up because over three years have elapsed since release of the draft EIS.

I am transmitting the City's letter for your review and recommendation. Please return your comments through normal channels.

for G. L. Green

Attachment

cc:
Reg, Jim Zotter, Reg Counsel, w/attachment
Dave Reinhard, Planning Engr, Eugene

RECEIVED

92[illegible]1

2,

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

January 18, 1978

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: FEIS/4(f) Statement
30th Hilyard-Amazon Project

TO: Eb Engelmann
Region Environmentalist

NOTED
E. S. HUNTER

I have reviewed the subject statement and your correspondence of December 23 concerning the processing of this document. I offer the following points that you should take to the City of Eugene:

1. It is impossible to process this document to obtain approval for Location-Design on the project by January 22, 1978. Generally, an adequate final EIS/4(f) Determination approval will take 6 months, with the bulk of the time necessitated by FHWA in the Section 4(f) approval process. (Washington, D.C.) The following is an example:

RECEIVED
TECHNICAL SERVICES
JAN 19 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

	months (cumulative)
receipt of EIS.	0
ODOT Study Committee.	1
corrections and printing. . . .	2
submit to FHWA.	2
FHWA review, process and adoption.	5*
30 day review of FEIS	6

*In Section 4(f) matters, this is optimistic and depends, for the most part, on the adequacy of the 4(f) Determination. As you can see, the process as complicated by Section 4(f) is terrible.

2. As you mentioned in your letter, FHPM 7-7-5 is superseded by the Action Plan. FHPM 7-7-2, paragraph 13, Item 0 states that "the draft will be revised, if necessary, unless the final EIS is submitted to FHWA for adoption within three years...." (emphasis added). I will go ahead and call for formal study committee review for the document, but the city should be prepared for a recommendation that the phrase, "if necessary" will probably apply to this project.

   It is noted that numerous attempts were made by the city to resolve the concerns expressed by the people, but it doesn't come clear in the document. I could stand to be corrected on this point, but please read on.

3. The April 17, 1975 letter from Lane Regional Air Pollution Authority indicates that the project is not inconsistent with the S.I.P. and that

an indirect source construction permit is needed. The coordination needs to be reactivated, for we will need a letter from LRAPA as to the adequacy of the air quality analysis, including a statement regarding the adequacy vis-a-vis recent vehicle emission factors.

4. Design noise rules have also changed. A noise report as required by FHPM 7-7-3 will also be needed for this project.

5. I note the absence of figures on square footage of parkland "taken" and the absence of an estimate on parkland returned by the vacation of 29th Avenue. These will be important in gaining 4(f) approval. I also recommend complete answers for Department of Interior comments given on page 27. In order to obtain 4(f) approval, Interior should not be given room to interpret or argue.

This summarizes the major points revealed in a quick review. So that we may continue this review process, I am going to process the document for study committee, so that FHWA and State review can commence, while the City is working on the foregoing points of this letter. We may even save some time this way.

Please pass this along to Dave Reinhard. The Environmental Section stands ready to help in this effort.

GAP:ss

cc: E. S. Hunter ✓
Alfred Shirley, Jr.
Glen Clark

9289

Bulier

CITY
OF
EUGENE

DEPARTMENT OF PUBLIC WORKS — 858 PEARL STREET — EUGENE, OREGON 97401

REFER TO:

FOR

Info | Investigate | R/D | Answer | See me

March 21, 1977

Mr. Glenn Clark, Regional Federal Aid Engineer
Region 3, Oregon State Highway Division
P.O. Box 1128
Roseburg OR 97470

RE: HILYARD-30TH-AMAZON WIDENING PROJECT, FAUS PROJECTS N-1141(1)

This will formally advise you of action taken by the City Council at their meeting of March 14, 1977, authorizing staff to proceed with release of the environmental impact statements to state and federal agencies.

Per our telephone conservation of last week, we will work with George Ramjoue and Eb Engleman in preparation of the final version of the environmental statement and with Mr. Ellis Jones, here in Eugene, on preparation of the project study report.

Thank you for your attendance at the March 14 hearing. A summary of the testimony will be provided at a later date, and we will send you one for your files.

Dave Reinhard

David Reinhard
Planning Engineer

DR:er/Mb25

cc: Mr. George Ramjoue
Mr. Ellis Jones

Sandy-
Copy To Rulian ✓
Glen

ROSEBURG REGION
RECEIVED
MAR 24 1977
PDE
DES RSA FILE
ABI

9289

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
[illegible]

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Eugene
777 Pearl Street
Eugene, Oregon 97401

Attention of Mr. S. P. Flogstad
City Recorder

Request No. (assigned by staff engineer or head of section) cc-1688

Date March 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Preliminary Engineering $2,100.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for preliminary engineering on 29th Ave.-Alder St. on Amazon Parkway, FAU 1145. Covered by Agreement dated 2/28/73		1,500.00
		To be Retained		$ 600.00
		Acct. Ref. EUGENEC 001088 APE		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $2,100.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 320-1949-295

Submitted by: F. Hildebrandt
F. F. Hildebrandt

Approved:
Regional Engineer

Approved:
G. N. Hopkins Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

9281

2

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*07808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Eugene
777 Pearl Street
Eugene, Oregon 97401

Attention of Mr. Alva Williams, Jr.
Traffic Engineer

Request No. (assigned by staff engineer or head of section) cc-1558

Date March 19, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5010(7)
28th Ave.-36th Ave. Sec.
Hilyard St.
City of Eugene

Covered by agreement dated 2/27/73

Itemized Statement: CLR-DT File 501007 Advance Deposit $1,500

Quantity	Unit	Description	Unit Price	Amount
		Total Project Cost	$5,656.86	
		Federal Aid Funds Collected	3,600.59	
		Amount to be Shared by State and City	$2,056.27	
		City Share per Agreement 50% of $2,056.27		$1,028.13
		REFUND DUE CITY		$ 471.87

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $1,500

Is this a partial or final request for billing? FINAL

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 20-0608-299

Submitted by: GEZ
Gary E. Zehner, Urban Program Engineer

Approved:
Regional Engineer

Approved: ☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE ☑ UPE ☒ CE ☐ RE ☐ RFE ☐
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

(MEMORANDUM)

Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

DO.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

PAID BY

(For use of Paying Office)

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

STATE: Oregon

FEDERAL AID PROJECT NO. T-5010(7)

EUGENE

VOUCHER PERIOD: FROM 2-16-73 TO 3-10-75

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$5,656.86	$5,656.86	63.65%	$3,600.59	$3,600.59	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

V. E. Skoog
Controller

Oregon

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	E. 28th Ave.-E. 36th ave. (Eugene) Section					
	Lane County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering (Hilyard St. from E. 28th Ave.-E. 36th Ave.)					
	Preliminary Engineering	All	Required		$5,656.86	
	Total Preliminary Engineering Cost				5,656.86	
	Total Participating Cost				5,656.86	
	Total Cost				$5,656.86	
	AMOUNT CARRIED FORWARD......					

GPO 914-021

FORM PR-20A (6-71)

```
                                                                                              867 68
                     TOT     N1                         **        2,039 29  **     194,790 17  **
                  ** JOB TOTALS **
                                                                                           STATE
E 36TH AVE (EUGENE CONT NO        * FA PROJ NOS T   510007 100          Feo         3,600 59CP    73
                     020   0608       296         00 N 9


                                                               FEBRUARY 1976            PAGE   21

JOB COST SUMMARY                                                      FISCAL          GRAND TOTAL      ACTIVE
                                                                   YEAR TO DATE        TO DATE          BEG
# JOB OR DEPARTMENT     PREFIX       FUNCTION   GP   CURRENT MONTH                     3,600 59         72
                     020   0608       298         00 N 9                                  60 78         74
                     020   0608       901         00 P 1                                 305 00         72
                     020   0608       910         00 P 1                                  74 94         72
                     020   0608       914         00 P 1                                  14 49         75
                     020   0608       920         00 P 1                               5,119 51         73
                     020   0608       923         00 P 1                                  22 04         74
                     020   0608       924         00 P 1                                  49 10         75
                     020   0608       930         00 P 1                               5,656 86
                                      TOT         P1                  **            **  5,656 86  **
                  ** JOB TOTALS **
                                                                                                      STATE
LVD BI 11TH AVE,EUG CONT NO 7949 * FA PROJ NOS T   510008 100                         50,150 22        73
                     020   0609       201         00 P 1                                  98 31         75
                     020   0609       206         00 N 1                                 212 83         75
                     020   0609       282         01 N 1      3,782 04CR  15,209 33CR 43,775 33CR      73
                     020   0609       296         00 N 9                   5,526 29   72,552 29         73
                     020   0609       298         00 N 9                   9,283 04    9,783 04         76
                     020   0609       299         00 N 9      9,782 04                    558 87        73
                     020   0609       900         00 P 1         52 08CR      52 08       144 99        73
                     020   0609       900         00 N 1         52 08                      4 64        74
                     020   0609       921         00 P 1                               52,713 73
                                      TOT         21             52 08CR      52 08       456 73
                                      TOT         N1             52 08        52 08  **  53,120 46  **
                  ** JOB TOTALS **                         **
                                                                161 65CP                  161 65CP      75
                     021   0602       296         00             500 00CP                 500 00CP      75
                     021   0602       296         00 P
```

1981 28th Ave.-34th Ave. Sec. 9289
of Hilyard St. in Eugene (Gr.,
pav., sig. & landscaping) #1

C&A 4661 2-28-73
4659 2-28-73

9289

PRO 6

Lane: Eugene

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 20, 1975

Mr. David Reinhard
Planning Engineer
Lane County
777 Pearl Street
Eugene, OR 97401

Dear Mr. Reinhard:

This will acknowledge your letter of November 18, 1975, providing this office with the requested status reports on three FAUS projects which seemed to have sluggish progress in file review. This information will be entered in our records and forwarded to the Project Management Section for their information.

The last item in your letter refers to the City's recent notification to the Highway Division of your intent to reduce the preliminary engineering costs on two of the above projects to provide funds for the now ongoing Royal Avenue FAUS project.

This procedure has the concurrence of the Highway Division but you are reminded that these funds have been made available and you (City) have the responsibility of limiting preliminary engineering activity charged to these projects.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

By GLEN L. CLARK
Regional Federal-Aid Engineer

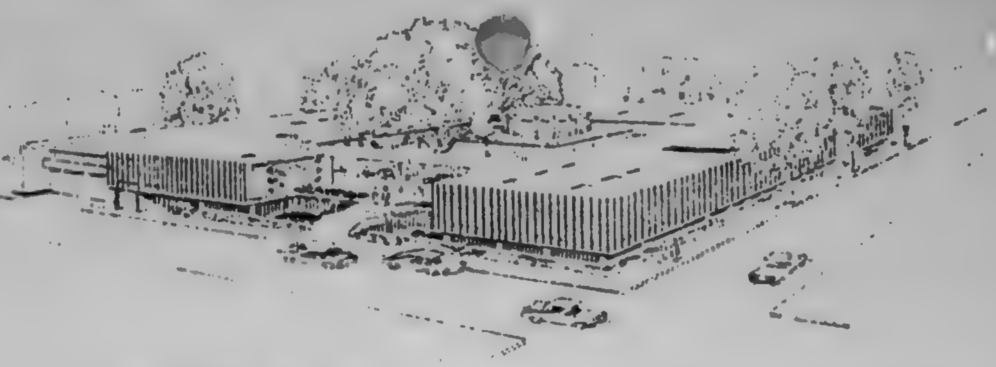
RECEIVED
COUNTY & CITY SECTION
NOV 21 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

GLC/dt

cc: L. W. Rulien
Ellis Jones
John Scofield
William Anhorn

NOV 21 1975

CITY
OF
EUGENE



DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON 97401

November 18, 1975

Mr. Glen Clark
Regional Federal Aid Engineer
Region 3
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

SUBJECT: STATUS OF FEDERAL AID URBAN SYSTEM PROJECTS.

In reply to your telephone request the following is a brief summary of the current status of the Urban System projects in the City of Eugene.

West Amazon Parkway (FAU 1040): Our last official action on this project was a discussion session with the City Council and Planning Commission last June, at which time those two bodies indicated that they desired more information and time for discussion prior to further commitments to an Impact Study. We are currently attempting to complete the contract with a consultant for air and noise impact studies on that project, but we have postponed any further work pending a transportation policy decision in the context of our current ESATS update. If that process stays on schedule we might expect to resume project-level studies of the West Amazon corridor next January or February. However, we will still be in a "systems planning" stage in our overall plan update and this corridor as well as several others will have to be treated in that context.

Pearl-High Connector (FAU 1145): The status of this project is identical to that of the West Amazon project, although we did not discuss this at our meeting last June and view it as having much less urgency than the West Amazon corridor study. The air and noise impact study being performed under contract with the consultant is also applicable to this project.

30th-Hilyard-Amazon (FAU 1145): This project was also discussed at our meeting last June with the Council and Planning Commission. The Council requested that another public hearing be held on the project. This would be a local hearing to satisfy our own needs rather than being viewed as any Federal requirement. Because of the controversy surrounding the project the City staff has asked the Council to endorse the rough draft of the final EIS prior to submittal to the State and FHWA. As with the above two projects we feel that important issues need to be resolved as part of the current ESATS update process before resuming the discussion on this project. Therefore, we don't expect to schedule a public hearing until January or February of 1976.

In Mr. Allen's letter of September 16, 1975 a request was made to reduce preliminary engineering funding on the West Amazon and Pearl-High projects to a total of $20,000. We are not aware of any official confirmation of this proposal from the state or the FHWA and would appreciate any further information you might provide. Thank you.

David Reinhard

David Reinhard
Planning Engineer

DR:sc

FAUS

Form E-39 (Rev. 9-71)

9289

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section 29th Ave. - Alder St. (Eugene)

Date Nov. 3, 1975 19.....

Highway 30th Ave. FAUS 5104 Amazon Parkway

Authorization No. 2

County Lane

Survey Prefix 320-1949 (Assigned by Salem office)

Description of termini, route, length, etc.: The beginning of this project is north of 29th Ave. and ends between Alder & Kincaid Sts. in Eugene.
Length: 2500 feet

Purpose of survey: Prepare Plans, Specifications and Estimates for 4-Lane Const.

Estimate of cost:

Field	901	7,500
Plans	905	500
Bridge	906	500
Soils	910	600
Utility	914	200
Loc. Studies	918	300
Proj. Mgt.	920	200
Specifications	921	500
Environmental	923	10,000
Foundation Expl.	926	200

Total estimated cost of survey	$ 20,500
Previous authorization	10,500
Additional authorization requested	10,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
P.L. Carstensen
Costs & Records Engr.
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval: W. H. Rebeau for
Location Engineer

Approved:
Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
NOV 5 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

SP*23604-734

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section E.28th Ave.-E.36th Ave. (Eugene)

Date Nov. 3,1975, 19

Highway Hilyard Street

Authorization No. 2

County Lane

Survey Prefix XXXXXXXX 320-1979 (Assigned by Salem office)

Description of termini, route, length, etc.: E.28th to E. 36th.

Length: 0.53 mile.

Purpose of survey: Prepare Plans, Specifications and Estimates for widening Hilyard Street and replace sidewalks with Bike Paths.

Estimate of cost:

Field	901	1,300
Plans	905	500
Soils	910	300
Utility	914	200
Proj. Mgt.	920	200
Specifications	921	500
Environmental	923	2,000

M-1090(1)
3/4/75

Total estimated cost of survey	$ 5,000
Previous authorization	2,500
Additional authorization requested	2,500
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

P.L. Carstensen
Costs & Records Engr.
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval: W. H. Rebeau for
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

RECEIVED
COUNTY & CITY SECTION
NOV 5 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

1289

form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem Oregon 97308

DATE: August 12, 1975

In reply refer to: 1041AD/120.2

SUBJECT: Federal-aid and Emergency Relief Voucher Payments

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Final vouchers on the following Federal-aid highway projects have been approved for payment in the amount submitted:

F-123(23)	$ 87.22	
T-5001(1)	0.00	
T-5005(5)	0.00	
T-5010(7)	0.00	
T-5019(7)	238.54	
S-SU-31(8)	0.00	
EHS-S-SG-157(3)	24.12	ER
ERFO 240(1)	7,572.43	
	$7,922.31	

R.O. Wright
for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 13 '75
REFER TO
FOR
Info Inves R/D D.R Sign Act File

Topics - ER

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		

AUG 1 1 1975

RECEIVED
COUNTY & CITY SECTION
AUG 15 1975
☐ ENGR. ☐ COOR. ☑ CE ☒ AE ■ UE
☑ UPE ☒ CE ☐ RE ☒ RPE ☐

9227

Urban FAU

Oregon State Highway Division
Salem, Oregon, July 15, 1975

Federal Aid Project
No. M-1145(1)

29th Ave.-Alder St. (Eugene) Amazon Parkway
30th Ave. FAUS 1145 In Lane County

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$13,000.00
	Total	$13,000.00

Length of Project - - - 0.473 miles

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$13,000.00	$8.240.00	$2,380.00	$2,380.00
Retain In Program				
P.S. & E. Preparation	2,000.00	1,260.00	370.00	370.00
Total	$15,000.00	$9,500.00	$2,750.00	$2,750.00

Group 1 - 100%

Prefix 320-1949

RECEIVED
COUNTY & CITY SECTION
JUL 16 1975
☑ ENGR. ☐ COOR. ☐ CE ☑ RE ■ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

7-15-75

1289

Budget Bureau No. 41-R2068

FORM PR-9 (REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME
2		City St. Amazon Parkway and 30th Ave.(Eugene)		9,200	17,500	92	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR.
3	Preliminary Engineering								M-	1145(1)

FOR MISCELLANEOUS FUNDS ONLY (NATL. FOREST through PL AUTH YR); PROJECT NUMBER (PREFIX LETTER(S), NUMBER-AGR.)

CARD					
4	CLASS OF FEDERAL FUNDS [1]: Urban System		COUNTY NAME: Lane		
	NAME OF URBAN AREA: Eugene	F.A. SYSTEM: Urban System	RTE NO.: U	FEDERAL AID: 1145	STATE: City

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED Stage 2	3	M-5104(1)	City Street, Amazon Parkway & 30th Ave. between 29th Ave. & Alder St. in Eugene	0.47	10,000	6,300	1,850(city) 1,850	Prel All
										PROJECT TOTAL	0.47	10,000	6,300	3,700	
5					PE ROW CONST		RE-QUESTED REVISION Stage 2	3	M-1145(1)	City Street Amazon Parkway & 30th Ave. between 29th Ave. & Alder St. in Eugene	0.47	15,000	9,500	2,750(city) 2,750	Prel All
										PROJECT TOTAL	0.47	15,000	9,500	5,500	

CARD		
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE: To change the project number and federal aid route number to correspond with the present approved urban system route and increase the project cost based on present estimate.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APP
DATE OF INITIAL APPROVAL: January 8, 1973	DATE July 15, 1975	DATE	DATE
OTHER: January 16, 1973	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces): City St. Amazon Parkway and 30th Ave.(Eugene) 21 65

ADT: 9,200 (66) (70)
FUTURE: 17,500 (71) (72)
YEAR: 92 (74)
REGION: 10 (75)
STATE NAME: Oregon
STATE CODE: 41 (2) (3)
APPN. CODE: W32 4 6
ITEM NO.: 3 (14) (15)

SED WORK (35 spaces): gineering 62

FOR MISCELLANEOUS FUNDS ONLY: NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY 69 | DA CLASSIF. 70 | DA AREA 71 | EMERG. YR. 72 73 | PL AUTH YR 74 75

PROJECT NUMBER: PREFIX LETTER(S) 14 M- 23 | NUMBER-AGR. NO. 7 1145(1) 13

I PROJECTS ONLY: POST MI. MI. (24) (26) | DESIG. 27

NDS: Urban System

COUNTY NAME: Lane

CODE: 14 039 16

Eugene

F.A. SYSTEM: Urban System

RTE NO.: U
FEDERAL AID: 1145
STATE: (32) City Street (36)
U.S.: (37) --- (41)

RK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	PROJECT COST: FEDERAL FUNDS	PROJECT COST: STATE FUNDS	CHARACTER OF PROPOSED WORK
- 46	53					(54) (58)	(59) (66)	(67) (76)		
OW ONST		ITEM AS NOW PRO-GRAMED Stage 2	3	M-5104(1)	City Street, Amazon Parkway & 30th Ave. between 29th Ave. & Alder St. in Eugene	0.47	10,000	6,300	1,850(city) 1,850	Preliminary Engineering All Phases
					PROJECT TOTAL	0.47	10,000	6,300	3,700	
E OW ONST		RE-QUESTED REVISION Stage 2	3	M-1145(1)	City Street Amazon Parkway & 30th Ave. between 29th Ave. & Alder St. in Eugene	0.47	15,000 (16) (23)	9,500 (24) (33)	2,750(city) 2,750	Preliminary Engineering All Phases
					PROJECT TOTAL	0.47	15,000	9,500	5,500	

as been submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE: To change the project number and federal aid route number to correspond with the present approved urban system route and increase the project cost based on present estimate.

nto two or more projects. Prepare a form PR-1 for all
ing from such action.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
L: 8, 1973	DATE July 15, 1975	DATE	DATE
16, 1973	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

from one class of project to another, or covers joint financing, show both classes of funds involved.

FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48003-P61

9289.

7-2-75

L,

RECEIVED
STATE HWY ENGR
JUL 7 '75
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

EUGENE
AREA CHAMBER OF COMMERCE

NOTED
F. B. KLABOE

Minutes
Roads & Highways Committee
Eugene Area Chamber of Commerce
Wednesday, July 2, 1975
9:30 a.m., Eugene Hotel

Present: Dick Olson, Clif Culp, Gordon Brunton, Bob Booth, Dave Van Fossen, Glen Cougill, Ethan Newman, Keith Martin and Don Allen from City of Eugene staff; Don Mason and R. Brenne, Chamber staff.

Chairman Dick Olson opened the meeting. Keith Martin, city Manager's office, reported the ESATS is being revised and updated, and will be a controversial issue for Eugene and Springfield city councils and planning commissions and the county commissioners and county planning commission. He said the 30th and Hilyard improvement is a project under actual consideration, but the Amazon Parkway extension is only a proposed project at this time and still under study . On the latter, Eugene City Council will study the options and assess the impact of each.

Committee members discussed the projects, Van Fossen noting that the completion of the 126 extension would go a long way toward solving problems in the west area of the city. Culp suggested moving all parking off 11th and 18th, moving all bikes off these two streets, and extending 19th through the park to connect with the Laurel Hill Interchange.

Don Allen described a variety of tests planned by groups working on the ESATS update which, he said, will show deficiencies in the present system. The conclusion will be controversial, he said, and added he does not know who will defend the conclusions as there are splits within the study groups as well as from the outside. The study may show that a mass transit system cannot operate efficiently without a good street and arterial system, he said.

Olson said just now the committee needs to consider the federally funded 30th and Hilyard project and the Amazon Parkway proposal. The city council, he said, is hearing from some that the improvements are not wanted. He asked whether the council wants more input, and if there will be a chance to provide it.

NOTED
E. S. HUNTER

cc Rulien

Please route the attached to the following in the order listed:

1. ~~F. B. Klaboe~~
2. A~~. E. Johnson~~
~~3. E. S. Hunter~~
~~4. R. L. Schroeder~~
~~5. H. S. Coulter~~
6. General Files

NOTED
E. S. HUNTER

Martin said discussions are not ended on these projects, and they are not settled. He is concerned that the council is hearing from only one element in the community. He urged that one to one contact from other segments of the community be made with council members. This will help contribute to the council members' understanding of the problems, he said. The 30th and Hilyard project will be coming back to the council, and probably be jointly considered by the council and city planning commission, Martin reported. There is the chance, he said, the city may delay the project until the completion of the ESATS revision. He suggested there is a good chance of another public hearing on the 30th and Hilyard project before a decision is made. Allen said at the public hearing on enviromental impact for this project, the project was opposed by the Sierra Club, League of Women Voters and the others. There is no supporting testimony in records of hearings to date, he said.

Allen explained the goal of the 30th and Hilyard project is to increase capacity at that intersection. The project has become a battleground for those who want to stop use of the auto, he noted. The city wants to four lane the through lanes and make protected turn pockets at all four corners, and wants to four lane Hilyard from 29th, he reported.

Martin said he feels a direct committment to the citizens' own council member is the most important contact to be made. He said the public hearing will be July 28 at the earliest on 30th and Hilyard, and somewhat later on the Amazon Parkway proposal. He also stated that FAU money earmarked for 30th and Hilyard project could be diverted by L-COG and its parent agencies at the state and federal level to the Lane Transit District. This is only a remote possibility, however.

Olson said the committee needs to decide how it can help with the ESATS update, these two city projects, and possibly other projects.

The committee discussed the city's Neighborhood Organizations, which are fairly vocal in their testimony at city council meetings. Bob Booth suggested more Chamber members should attend and speak at the neighborhood meetings.

The committee agreed that the business community needs to educate itself in terms of understanding and dealing with the ESATS update and proposed city projects that could prove important to reasonable development. More meetings will be scheduled.

Adjourn.

Respectfully Submitted

R. Brenne
Chamber of Commerce

9237.

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

June 26, 1975

Salem, Oregon 97310

FILE: ENV 2-1

G. Ramjoue

FROM: George Ramjoue', Project Coordinator
Environmental Section

TO: MEMO TO THE FILES

SUBJECT: Final EIS
30th-Hilyard-Amazon Section
FAUS Project, Eugene
Lane County

The formal corridor-design public hearing on this project was conducted by the Public Works Department, City of Eugene, on January 22, 1975. Subsequently, the Public Works Department incorporated comments and responses from the public hearing and state and federal agencies into a "preliminary" final environmental impact statement (dated June 11, 1975).

Since the proposed project has received local criticism, the Public Works Department decided to present a "preliminary" FEIS to local officials before submitting it to the Oregon State Highway Division for normal FEIS processing. The "preliminary" FEIS was discussed at a joint session of the city council and planning commission on Monday, June 23, 1975. At a special city council meeting on Wednesday, June 25, 1975, the council decided that additional public involvement and review of the project was needed. A second public hearing on the project is now tentatively planned for July 28, 1975.

The Environmental Section is prepared to process the FEIS on the project as soon as the City of Eugene evaluates the results of the second hearing and submits the draft FEIS to the state.

GR:DS:sz

cc: Gary A. Potter
Newt Andrus
Linda Hewitt
L. W. Rulien
Glen Clark
Eb Engelmann
Dwight Smith

RECEIVED
COUNTY & CITY SECTION
JUN 27 1975
☑ ENGR. ☐ COOR. ☑ UE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☒ RPE ☐

MANAGEMENT SECTION
ACTION INFO
FEDERAL AID
JUN 28 1975

9289

(MEMORANDUM)

Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORT N
FEDERAL HIGHWAY ADMINISTRAT

DO.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 3-10-75

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5010(7)

VOUCHER PERIOD: FROM 2-16-73 TO 3-10-75

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$5,656.86	$5,656.86	63.65%	$3,600.59	$3,600.59	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V. E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	E. 28th Ave.-E. 36th Ave. (Eugene) Section					
	Lane County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering (Hilyard St. from E. 28th Ave.-E. 36th Ave.)					
	Preliminary Engineering	All	Required		$5,656.86	
	Total Preliminary Engineering Cost				5,656.86	
	Total Participating Cost				5,656.86	
	Total Cost				$5,656.86	
	AMOUNT CARRIED FORWARD......					

GPO 914-021

FORM PR-20A (6-71)

289

PRO 6-2

Robert W. Straub
XXXXXXXXXX

March 10, 1975

TO V. E. Skoog
Controller
BUILDING

FROM L. W. Rulien
Project Management Engineer

SUBJECT Project No. T-5010(7)
E. 28th Ave.-E. 36th Ave.
(Eugene) Section

The City of Eugene does not have sufficient TOPICS funds available to complete the above project; therefore, they requested that the balance of the preliminary engineering and future construction be accomplished as an Urban System Project. Accordingly, a PR-9 form (program change) was submitted on the subject TOPICS project to withdraw the P.S. and E. phase of preliminary engineering from the project, which was approved by the FHWA on March 4, 1975. The remaining preliminary engineering work is included in Project M-1090(1), which was approved and authorized by FHWA on March 4, 1975.

Would you therefore please have the necessary actions taken for submission of the final vouchers to the Federal Highway Administration on TOPICS project T-5010(7).

CL:bb

cc: D. E. Swan
G. Zehner

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO. 3-22

DATE SUBMITTED TO W.O. MAR 6 1975

FORM PR-9 (REV. 4-61)

Hopkins ✓
Harwell
Holmes ✓
Prange
Unrein

RECEIVED MAR - 7 1975

☐ Requires Reply
☐ Requires Approval
☐ Receiver Keep
☐ Do not File
Return To
Bring Up __/__/__
Other

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	COUNTY / CITY / UNIT ADT		FUTURE	YEAR	REGION	STATE NAME
2	3	Hilyard Street in City of Eugene 2M		15,000	25,000	92	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AG
3	Preliminary Engineering				-				T-	5010

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME
4	Topics	Lane

NAME OF URBAN AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE
Eugene	Secondary	S	223	

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
5	3-6-75				PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	79	T-5010(7)	Hilyard Street in City of Eugene between E. 28th Ave. and E. 36th Ave.	0.53	7,500	4,700	1,400(City) 1,400(St.)	P.E. E pr faci turn (bik
										PROJECT TOTAL	0.53	7,500	4,700	2,800	
5					PE ROW CONST		REQUESTED REVISION Stage 2	79	T-5010(7)	Hilyard Street in City of Eugene between E. 28th Ave. and E. 36th Ave.	0.53	6,000	3,760	1,120(City) 1,120(St.)	P.E. PS 8 4-la with 8'
										PROJECT TOTAL	0.53	6,000	3,760	2,240	

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — COLUMN 14 → CODE 11

PROJECT WITHDRAWN YES ☐ — CODE 2

REASON FOR CHANGE:

(over)

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: February 16, 1973

OTHER: August 10, 1973

PROGRAM REVISION REQUESTED	RECOMMENDED	A
DATE February 26, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE En

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

3-22

MAR 6 1975

FORM PR-9
(REV. 4-61)

Hopkins ✓
Harwell ✓
Holmes ✓
Prange
Unrein
2M

RECEIVED
MAR - 7 1975

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)	COUNTY CITY UNIT	ADT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
Hilyard Street in City of Eugene		~~15,000~~	25,000	92	10	Oregon	41	077	79

OSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI. MI.	DESIG.
Engineering								T-	5010 (7)		

UNDS 1	Topics	COUNTY NAME	Lane	CODE 039

	Eugene	F.A. SYSTEM	Secondary	RTE NO. S	FEDERAL AID 223	STATE	U.S.

ORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
E OW ONST		ITEM AS NOW PROGRAMED Stage 2	79	T-5010(7)	Hilyard Street in City of Eugene between E. 28th Ave. and E. 36th Ave.	0.53	7,500	4,700	1,400(City) 1,400(St.)	P.E. all phases, incl. PS & E prep. (Future 4-lane facility 64' C-C with left turn refuge and 8' path (bikeway).
					PROJECT TOTAL	0.53	7,500	4,700	2,800	
E OW ONST		REQUESTED REVISION Stage 2	79	T-5010(7)	Hilyard Street in City of Eugene between E. 28th Ave. and E. 36th Ave.	0.53	6,000	3,760	1,120(City) 1,120(St.)	P.E. all phases except PS & E preparation (Future 4-lane facility 64' C-C with left turn refuge and 8' path (bikeway).
					PROJECT TOTAL	0.53	6,000	3,760	2,240	

as been submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

(over)

nto two or more projects. Prepare a form PR-1 for all
ing from such action.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
, 1973	DATE February 26, 1975	DATE	DATE MAR 4
1973	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE Engineering Coordinator

rom one class of project to another, or covers joint financing, show both classes of funds involved.

ORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48903-P61

E. 28TH AVE.-E. 36TH AVE. (EUGENE) SECTION

PROJECT NO. T-5010(7)

Reason for Change: To withdraw from the character of proposed work the PS & E preparation phase of preliminary engineering and to reduce the project cost to reflect the reduction in program scope.

The City of Eugene does not have sufficient topics funds to complete the preliminary engineering; therefore, they have requested that completion of the work including the future construction be undertaken with federal-aid Urban System funds since the project is now on an approved Urban System route. The Oregon Transportation Commission approved the cancellation of the portion of the project which is being eliminated by this action and funding of the remainder of the project with Urban System funds on December 17, 1974.

Form E-39 (Rev. 8-71)

9289

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

ion E. 28th Ave-E.36th Ave (Eugene)

Highway Hilyard Street

County Lane

Date March 7,1975, 19

Authorization No. 1

Survey Prefix 320-1979 (Assigned by Salem o

Description of termini, route, length, etc.: E. 28th to E. 36th on Hilyard

Length: 0.53 mile.

Note: This prefix supersedes and cancel Prefix 20-0608

Purpose of survey: Prepare Plans, Specifications and Estimates for widening Hilyard Street and replace sidewalks with Bike paths.

Estimate of cost:

Field	901	1,300
Plans	905	500
Soils	910	300
Utilities	914	200
Specifications	921	200

M-1090(1)

Total estimated cost of survey	$ 2,500
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

P.L. Carstensen
Costs & Records Engr.
Field Engineer

mmended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

OFFICE ENGINEERING SECTION
P. E. APPR. 3-4-75
FED. AID FAUS STATE

SP*23604-734

E. 28TH AVE.-E. 36TH AVE. (EUGENE) SECTION

PROJECT NO. M-1090(1)

Existing Facility:

Hilyard Street - Width varies from 36 to 42 feet curb to curb, A.C. pavement, 2-lane.

Project Data: The work consists of all phases of preliminary engineering including preliminary surveys, plans and estimates, hearings, environmental statements, study reports for location/design approval and PS & E preparation as required for the future construction of a 4-lane facility, 64' curb to curb, with left turn refuge and 8' walkway-bikeway.

NOTE: The City of Eugene will perform the majority of the field engineering and the State will review and prepare the PS & E.

Airports, Railroads, Water Developments, Historical Areas: None involved.

System Action: City of Eugene's federal-aid Urban System approved November 12, 1974.

Recreational Areas: Amazon Park borders Hilyard Street on the west. This park will be involved as a portion will be required for right-of-way.

FHPM 7-7-5 Requirements: Opportunity for a public hearing will be offered.

IM 50-1-70 Requirements: State and District 5 Clearinghouse A-95 letters of approval dated December 20, 1972 and September 29, 1972 respectively.

FHPM 7-7-2 Requirements: An appropriate environmental and 4F statement will be prepared.

Unusual Circumstances: The preliminary engineering work
this project is to complete the work originally programm
authorized under topics project T-5010(7). Since the Ci
Eugene does not have sufficient topics funds available t
have requested that the completion of the work, includi
construction, be accomplished with federal-aid Urban Sys
The Oregon Transportation Commission approved the projec
funding with Urban System funds at the December 18, 1974

Data for PR-37:

Preliminary Engineering -

	City	Stat
Field	$500	$ 50
P.S. & E.	-	1,50

NOTE: This project is in Congressional District No. 4.

This project is being coordinated with Urban System Pro
M-5104(1) (which route is now FAU 1145).

E. 28TH AVE.-E. 36TH AVE. (EUGENE) SECTION

PROJECT NO. M-1090(1)

ity:

treet - Width varies from 36 to 42 feet curb to curb,
A.C. pavement, 2-lane.

The wo:k consists of all phases of preliminary
cluding preliminary surveys, plans and estimates,
ronmental statements, study reports for location/
l and PS & E preparation as required for the future
f a 4-lane facility, 64' curb to curb, with left
d 8' walkway-bikeway.

y of Eugene will perform the majority of the field
d the State will review and prepare the PS & E.

roads, Water Developments, Historical Areas: None

: City of Eugene's federal-aid Urban System approved
1974.

Areas: Amazon Park borders Hilyard Street on the west.
be involved as a portion will be required for right-

quirements: Opportunity for a public hearing will be

quirements: State and District 5 Clearinghouse A-95
proval dated December 20, 1972 and September 29, 1972

quirements: An appropriate environmental and 4F
be prepared.

Unusual Circumstances: The preliminary engineering work under this project is to complete the work originally programmed and authorized under topics project T-5010(7). Since the City of Eugene does not have sufficient topics funds available they have requested that the completion of the work, including future construction, be accomplished with federal-aid Urban System funds. The Oregon Transportation Commission approved the project for funding with Urban System funds at the December 18, 1974 meeting.

Data for PR-37:

Preliminary Engineering -

	City	State
Field	$500	$ 500
P.S. & E.	-	1,500

NOTE: This project is in Congressional District No. 4.

This project is being coordinated with Urban System Project No. M-5104(1) (which route is now FAU 1145).

FAU-TL

TRANSACTION NUMBER 3-19

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-4-75

BY (Signature): MR. RULIEN'S FEBURARY 26, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS URBAN SYSTEM

STAGE 1*: ITEM NOS. ______ THRU ______

STAGE 2: ITEM NOS. 23 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
23	M-1090(1)	0.53	2,500	1,950	HILYARD STREET-EAST 28TH AVENUE TO EAST 36TH AVE. SECTION (EUGENE)	PRELIMINARY ENGINEERING

3-4-75

Hopkins
Harwell
Holmes ✓
Prange
Unrein
2

RECEIVED
MAR - 6 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ______
Bring Up ___/___/___
Other ______

REMARKS (Division)

ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3-4-75	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

4289

FORM PR-48
(Rev. 8-71)

GPO 915-690

FAU-T

Budget Bureau No. 41-R206

MONTHLY TRANSACTION NO. 3-19

DATE SUBMITTED TO W.O. MAR 4 1975

FORM PR-1 (REV. 4-61)

2-26-75

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	**ADT**	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
	1	Hilyard Street in City of Eugene		16,000* 18,700**	15,000 26,000	95	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
	Preliminary Engineering						B-3		M-	1090

CARD

CLASS OF FEDERAL FUNDS: Urban System

NAME OF URBAN AREA 17-31: Eugene 161

COUNTY NAME: Lane

ROUTE NO. U | FEDERAL-AID 1090 | (32) STATE City St. (36) | (37) U.S.

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5	10			1	**PE**	3	Hilyard Street in City of Eugene between E. 28th Ave. and E. 36th Ave.	0.53	2,500	1,950	275	275 (City
5					**ROW**							
5					**CONST** (CODE)		"E. 28th Avenue- E. 36th Avenue (Eugene) Section"					

CARD 1	CODE 1	PREPARED BY		PROJECT TOTALS	0.53	2,500	1,950	275	275
1	14	PROGRAM APPROVAL DATES			(16)	(23) (24)	(33)		

REMARKS

Additional Data: Item T-79, F

*ADT North of 30th Ave.
**ADT South of 30th Ave.

MAR 4 1975
FHWA OREGON DIVISION

RECEIVED
MAR - 6 1975
COUNTY
CITY
UNIT

Hopkins
Harwell
Holmes
Prange
Unrein ✓

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

9

975

2-26-75

ATION (45 typewriter spaces): Street in City of Eugene

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	16,000* 18,700**	15,000 26,000	95	10	Oregon	41	W32	23

typewriter: ing

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
					B-3		M-	1090	(1)		

PROJECT NUMBER; I. Projects Only

Urban System

Eugene 161

COUNTY NAME: Lane CODE 039

ROUTE NO. U; FEDERAL-AID 1090; STATE City St.; U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
3	Hilyard Street in City of Eugene between E. 28th Ave. and E. 36th Ave. "E. 28th Avenue-E. 36th Avenue (Eugene) Section"	0.53	2,500	1,950	275	275 (City)	P.E. all phases including PS & E prep. (Future 4 lane facility 64' C-C with left turn refuge and 8' path (Bikeway) ROW - 80' normal; Access Control - partial; Park restrictions-complete.
	PROJECT TOTALS	0.53	2,500	1,950	275	275	

RECEIVED
MAR - 6 1975
COUNTY
CITY
UNIT

Hopkins
Harwell
Holmes
Prange
Unrein

Requires Reply ☐
Require. Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

*ADT North of 30th Ave.
**ADT South of 30th Ave.

REMARKS
Additional Data: Item T-79, Project No. T-5010(7).

DATES

ION

-over-

USCOMM DUSCOMM-DC 48908-P61

E. 28TH AVE.-E. 36TH AVE. (EUGENE) SECTION

PROJECT NO. M-1090(1)

Existing Facility:

Hilyard Street - Width varies from 36 to 42 feet curb to curb,
A.C. pavement, 2-lane.

Project Data: The work consists of all phases of preliminary engineering including preliminary surveys, plans and estimates, hearings, environmental statements, study reports for location/design approval and PS & E preparation as required for the future construction of a 4-lane facility, 64' curb to curb, with left turn refuge and 8' walkway-bikeway.

NOTE: The City of Eugene will perform the majority of the field engineering and the State will review and prepare the PS & E.

Airports, Railroads, Water Developments, Historical Areas: None involved.

System Action: City of Eugene's federal-aid Urban System approved November 12, 1974.

Recreational Areas: Amazon Park borders Hilyard Street on the west. This park will be involved as a portion will be required for right-of-way.

FHPM 7-7-5 Requirements: Opportunity for a public hearing will be offered.

IM 50-1-70 Requirements: State and District 5 Clearinghouse A-95 letters of approval dated December 20, 1972 and September 29, 1972 respectively.

FHPM 7-7-2 Requirements: An appropriate environmental and 4F statement will be prepared.

Unusual Circumstances: The preliminary engineering work u
this project is to complete the work originally programmed
authorized under topics project T-5010(7). Since the City
Eugene does not have sufficient topics funds available the
have requested that the completion of the work, including
construction, be accomplished with federal-aid Urban Syste
The Oregon Transportation Commission approved the project
funding with Urban System funds at the December 18, 1974 m

Data for PR-37:

Preliminary Engineering -

	City	State
Field	$500	$ 500
P.S. & E.	-	1,500

NOTE: This project is in Congressional District No. 4.

This project is being coordinated with Urban System Proje
M-5104(1) (which route is now FAU 1145).

E. 28TH AVE.-E. 36TH AVE. (EUGENE) SECTION

PROJECT NO. M-1090(1)

g Facility:

lyard Street - Width varies from 36 to 42 feet curb to curb,
A.C. pavement, 2-lane.

Data: The work consists of all phases of preliminary ring including preliminary surveys, plans and estimates, s, environmental statements, study reports for location/ approval and PS & E preparation as required for the future ction of a 4-lane facility, 64' curb to curb, with left fuge and 8' walkway-bikeway.

The City of Eugene will perform the majority of the field ring and the State will review and prepare the PS & E.

s, Railroads, Water Developments, Historical Areas: None d.

Action: City of Eugene's federal-aid Urban System approved r 12, 1974.

ional Areas: Amazon Park borders Hilyard Street on the west. rk will be involved as a portion will be required for right-

7-5 Requirements: Opportunity for a public hearing will be .

-70 Requirements: State and District 5 Clearinghouse A-95 of approval dated December 20, 1972 and September 29, 1972 ively.

7-2 Requirements: An appropriate environmental and 4F nt will be prepared.

Unusual Circumstances: The preliminary engineering work under this project is to complete the work originally programmed and authorized under topics project T-5010(7). Since the City of Eugene does not have sufficient topics funds available they have requested that the completion of the work, including future construction, be accomplished with federal-aid Urban System funds. The Oregon Transportation Commission approved the project for funding with Urban System funds at the December 18, 1974 meeting.

Data for PR-37:

Preliminary Engineering -

	City	State
Field	$500	$ 500
P.S. & E.	-	1,500

NOTE: This project is in Congressional District No. 4.

This project is being coordinated with Urban System Project No. -5104(1) (which route is now FAU 1145).

9289

2-28-75

c

PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: 29th Ave.-Alder St. Sec.

Amazon Parkway-30th Ave.

Project Federal Aid Number: M-5104(1)

Applicant: City of Eugene

Contact: Donald P. Allen

Federal Aid Funds: FAS____ FAUS X Other____

Date Project Approved by Trans. Comm.: 10/31/72

State to: X Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

___ Not determined (contact applicant)

Remarks: The proposed project consists of widening the roadway which will require additional right-of-way.

Richard Unrein

Richard Unrein, Urban Engineer
County-City Unit

February 28, 1975
Date

RU:scr

☑ ENGR. ☐ ASST. ☐ OE ☐ AE [✓ ■ UE]
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

cc: Right-of-Way Engineer
Region 3 Engineer
Region 3 Federal Aid Engineer
Region 3 Right-of-Way Supervisor
FHWA Right-of-Way Officer

2/18/75

9.

PRO 6-2

February 26, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission and Program Change
Projects M-1090(1) and T-5010(7)

We are submitting program documents for one Urban System preliminary engineering project, Item No. 23, Project No. M-1090(1) "E. 28th Ave.-E. 36th Ave. (Eugene) Section", which we desire to have included in the Federal-aid Urban System Highway Program.

This project includes the remaining preliminary engineering work including PS & E preparation originally programmed and authorized on Topics project T-5010(7). The City of Eugene does not have sufficient topics funds to complete the project; therefore, they requested approval to finance the remaining work on the project with Urban System funds. The Oregon Transportation Commission approved the project for funding with Urban System funds on December 18, 1974.

We are including Request for Approval of Individual Project Program Change (form PR-9) for project T-5010(7) deleting the PS & E preparation phase of preliminary engineering from the character of proposed work and reducing the project cost to reflect the reduction in program scope.

We request concurrent approvals of the PR-1 and PR-9 and authorization to proceed with all phases of preliminary engineering on project M-1090(1) necessary to obtain location/design approval.

A final voucher covering the preliminary engineering work accomplished under the topics project will be prepared and submitted after receipt of program approval and authorization to proceed on project M-1090(1).

CL:js

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

2-26-75

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) Hilyard Street in City of Eugene		ADT	PRESENT 16,000* 18,700**	FUTURE 15,000 26,000	YEAR 95	REGION 10	STATE NAME Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M- NUMBER 1090
CARD 4	CLASS OF FEDERAL FUNDS Urban System						COUNTY NAME Lane		
	NAME OF URBAN AREA Eugene						ROUTE NO. U	FEDERAL-AID 1090	STATE City St. U.S.

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1												
5					PE		Hilyard Street in City of Eugene between E. 28th Ave. and E. 36th Ave.	0.53	2,500	1,950	275	275 (City
5					ROW							
5					CONST (CODE)		"E. 28th Avenue-E. 36th Avenue (Eugene) Section"					
							PROJECT TOTALS	0.53	2,500	1,950	275	275

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

*ADT North of 30th Ave.
**ADT South of 30th Ave.

REMARKS

Additional Data: Item T-79, F

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-26-75

LOCATION (45 typewriter spaces)	**ADT**	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
rd Street in City of Eugene		16,000* 18,700**	15,000 26,000	95	10	Oregon	41	W32	23

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR
neering							

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
M-	1090	(1)		

I. Projects Only

Urban System

Eugene

COUNTY NAME Lane CODE 039

ROUTE NO. U FEDERAL-AID 1090 STATE City St. U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		Hilyard Street in City of Eugene between E. 28th Ave. and E. 36th Ave.	0.53	2,500	1,950	275	275 (City)	P.E. all phases including PS & E prep. (Future 4 lane facility 64' C-C with left turn refuge and 8' path (Bikeway)
W								
NST		"E. 28th Avenue- E. 36th Avenue (Eugene) Section"						ROW - 80' normal; Access Control - partial; Park restrictions-complete.
		PROJECT TOTALS	0.53	2,500	1,950	275	275	

VAL DATES

*ADT North of 30th Ave.
**ADT South of 30th Ave.

REMARKS

Additional Data: Item T-79, Project No. T-5010(7).

-over-

E. 28TH AVE.-E. 36TH AVE. (EUGENE) SECTION

PROJECT NO. M-1090(1)

Existing Facility:

Hilyard Street - Width varies from 36 to 42 feet curb to curb, A.C. pavement, 2-lane.

Project Data: The work consists of all phases of preliminary engineering including preliminary surveys, plans and estimates, hearings, environmental statements, study reports for location/design approval and PS & E preparation as required for the future construction of a 4-lane facility, 64' curb to curb, with left turn refuge and 8' walkway-bikeway.

NOTE: The City of Eugene will perform the majority of the field engineering and the State will review and prepare the PS & E.

Airports, Railroads, Water Developments, Historical Areas: None involved.

System Action: City of Eugene's federal-aid Urban System approved November 12, 1974.

Recreational Areas: Amazon Park borders Hilyard Street on the west. This park will be involved as a portion will be required for right-of-way.

FHPM 7-7-5 Requirements: Opportunity for a public hearing will be offered.

IM 50-1-70 Requirements: State and District 5 Clearinghouse A-95 letters of approval dated December 20, 1972 and September 29, 1972 respectively.

FHPM 7-7-2 Requirements: An appropriate environmental and 4F statement will be prepared.

Unusual Circumstances: The preliminary engineering work
this project is to complete the work originally programme
authorized under topics project T-5010(7). Since the Cit
Eugene does not have sufficient topics funds available th
have requested that the completion of the work, including
construction, be accomplished with federal-aid Urban Syst
The Oregon Transportation Commission approved the project
funding with Urban System funds at the December 18, 1974

Data for PR-37:

Preliminary Engineering -

	City	State
Field	$500	$ 500
P.S. & E.	-	1,500

NOTE: This project is in Congressional District No. 4.

This project is being coordinated with Urban System Proje
M-5104(1) (which route is now FAU 1145).

E. 28TH AVE.-E. 36TH AVE. (EUGENE) SECTION

PROJECT NO. M-1090(1)

ity:

treet - Width varies from 36 to 42 feet curb to curb,
A.C. pavement, 2-lane.

The work consists of all phases of preliminary
cluding preliminary surveys, plans and estimates,
ronmental statements, study reports for location/
l and PS & E preparation as required for the future
f a 4-lane facility, 64' curb to curb, with left
d 8' walkway-bikeway.

y of Eugene will perform the majority of the field
d the State will review and prepare the PS & E.

roads, Water Developments, Historical Areas: None

City of Eugene's federal-aid Urban System approved
974.

reas: Amazon Park borders Hilyard Street on the west.
be involved as a portion will be required for right-

uirements: Opportunity for a public hearing will be

uirements: State and District 5 Clearinghouse A-95
proval dated December 20, 1972 and September 29, 1972

uirements: An appropriate environmental and 4F
be prepared.

Unusual Circumstances: The preliminary engineering work under this project is to complete the work originally programmed and authorized under topics project T-5010(7). Since the City of Eugene does not have sufficient topics funds available they have requested that the completion of the work, including future construction, be accomplished with federal-aid Urban System funds. The Oregon Transportation Commission approved the project for funding with Urban System funds at the December 18, 1974 meeting.

Data for PR-37:

Preliminary Engineering -

	City	State
Field	$500	$ 500
P.S. & E.	-	1,500

NOTE: This project is in Congressional District No. 4.

This project is being coordinated with Urban System Project No. M-5104(1) (which route is now FAU 1145).

Budget Bureau No. 41-R2068;

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Hilyard Street in City of Eugene 65	ADT	15,000 (66)	FUTURE 25,000 (70)	YEAR 92 (71) (72)	REGION 10 (74) (75)	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 Preliminary Engineering 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) 14 T- 23	NUMBER-AGR 7 5010

CARD 4	CLASS OF FEDERAL FUNDS [1] Topics		COUNTY NAME Lane			
	NAME OF URBAN AREA 17-31 Eugene	F.A. SYSTEM Secondary	RTE NO. S	FEDERAL AID 223	STATE (32)	

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	
5											(54) (58)	(59) (66)	(67) (78)		
1	(11-16)	16	41	42	43 - 46	53									
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	79	T-5010(7)	Hilyard Street in City of Eugene between E. 28th Ave. and E. 36th Ave.	0.53	7,500	4,700	1,400(City) 1,400(St.)	P.E. E pr faci turn (bik
										PROJECT TOTAL	0.53	7,500	4,700	2,800	
5					PE ROW CONST		REQUESTED REVISION Stage 2	79	T-5010(7)	Hilyard Street in City of Eugene between E. 28th Ave. and E. 36th Ave.	0.53	6,000 (16) (23)	3,760 (24) (33)	1,120(City) 1,120(St.)	P.E. PS & 4-la with 8' p
										PROJECT TOTAL	0.53	6,000	3,760	2,240	

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE:

(over)

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

	PROGRAM REVISION REQUESTED	RECOMMENDED	A
DATE OF INITIAL APPROVAL: February 16, 1973	DATE February 26, 1975	DATE	DATE
OTHER: August 10, 1973	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
Hilyard Street in City of Eugene		15,000	25,000	92	10	Oregon	41	077	79

…POSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
…y Engineering								T-	5010 (7)		

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I PROJECTS ONLY

…FUNDS [1]	COUNTY NAME	CODE
Topics	Lane	039

…EA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Eugene	Secondary	S	223		

…WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
…PE …ROW …CONST		ITEM AS NOW PRO-GRAMED Stage 2	79	T-5010(7)	Hilyard Street in City of Eugene between E. 28th Ave. and E. 36th Ave.	0.53	7,500	4,700	1,400(City) 1,400(St.)	P.E. all phases, incl. PS & E prep. (Future 4-lane facility 64' C-C with left turn refuge and 8' path (bikeway).
					PROJECT TOTAL	0.53	7,500	4,700	2,800	
…PE …ROW …CONST		RE-QUESTED REVISION Stage 2	79	T-5010(7)	Hilyard Street in City of Eugene between E. 28th Ave. and E. 36th Ave.	0.53	6,000	3,760	1,120(City) 1,120(St.)	P.E. all phases except PS & E preparation (Future 4-lane facility 64' C-C with left turn refuge and 8' path (bikeway).
					PROJECT TOTAL	0.53	6,000	3,760	2,240	

…has been submitted …o. Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

(over)

…into two or more projects. Prepare a form PR-1 for all …ting from such action.

…AL:
…6, 1973

1973

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE February 26, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

…from one class of project to another, or covers joint financing, show both classes of funds involved.

…FORM ARE OBSOLETE AFTER 7-1-61.

USCOMM-DC 48868-P61

E. 28TH AVE.-E. 36TH AVE. (EUGENE) SECTION

PROJECT NO. T-5010(7)

Reason for Change: To withdraw from the character of proposed work the PS & E preparation phase of preliminary engineering and to reduce the project cost to reflect the reduction in program scope.

The City of Eugene does not have sufficient topics funds to complete the preliminary engineering; therefore, they have requested that completion of the work including the future construction be undertaken with federal-aid Urban System funds since the project is now on an approved Urban System route. The Oregon Transportation Commission approved the cancellation of the portion of the project which is being eliminated by this action and funding of the remainder of the project with Urban System funds on December 17, 1974.

9289

Eugene ~~Rulien~~
FAU

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 25, 1975

Mr. David Reinhard
Planning Engineer
City of Eugene
Department of Public Works
777 Pearl Street
Eugene, OR 97401

Hopkins
Harwell
Holmes
Prange
Unrein RH z

RECEIVED
MAR 11 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

3/13/75
Buz Swan
Pls. send copies of transcript & data to FHWA
RH.

Dear Mr. Reinhard:

This will acknowledge ~~your letter of~~ February 19, 1975, forwarding transcripts of the Corridor-Design Hearing for the 30th and Hilyard FAU project.

This office has no objections to the release of the final EIS but would suggest that it be released with a stamped notation "Preliminary Only--Subject to Change", and at the same time send it to this office requesting that it be forwarded to FHWA for design approval.

There will be a review period and a ten-day advertising period indicating our intent to request FHWA design approval. Then changes can also be incorporated during the final design phase if input so dictates.

Recall also that the project agreement already transmitted to the City has not been returned.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC:dt

cc: L. W. Rulien
Eb Engelmann

Geo/ is this correct procedure /R

OK but time consuming

PROJECT MANAGEMENT SECTION
ROUTING
P.M. ENGINEER
FEB 27 1975
FEDERAL AID
INVENTORY
MILEAGE
PROB. & SCHEDULE
REMARKS:

9289

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
February 11, 1975

TO: Mr. D. E. Swan
Federal Aid Engineer
BUILDING

RE: E. 28th Avenue-E. 36th Avenue Sec.
Hilyard Street
City of Eugene

Richard Unrein

FROM: Richard Unrein
Urban Engineer
County-City Unit

This project was approved by the Commission on October 31, 1972 as a TOPICS project (T-5010(7). Attached is a copy of a letter from the City of Eugene requesting that the project be cancelled as a TOPICS project due to lack of TOPICS funds and be constructed as an Urban System project in conjunction with the approved 29th Avenue-Alder Street Section, Amazon Parkway-30th Avenue Urban System project (M-1145 formerly M-5104(1).

Also attached are summaries which the Transportation Commission approved at their December 18, 1974 meeting.

Please make the necessary program changes.

GEZ:scr

Attachment

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY FEB 11 1975		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

9287

Review FAU

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
January 24, 1975

FILE:

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: Memo to File

SUBJECT: City of Eugene Corridor Design Hearing on "30th-Hilyard-Amazon" FAU Project

Mr. Dave Reinhard, Planning Engineer, Eugene, and Ms. Chris Anderson, title unknown, were in contact with this office from a time prior to the first legal notice preparation to the night of the formal hearing January 22, 1975. Their main interest was to conduct a proper and legal Corridor-Design Hearing. Mr. Engelmann and Mr. Dwight Smith, Environmental Section Project Manager, had input to the E.I.S. over a longer period of time.

The information portion, as well as the formal hearing, was held in the council chambers. The information portion began at 4:00 p.m. and ran until 7:30 p.m., when the formal hearing started.

Some impressions are contained herein which, if acted upon, might tend to improve the ensuing hearings the city might be conducting. The council chambers are well suited for the formal portion, but were lacking in wall space or table space for maps and hearing documents being explained. The corridor outside the seating area might provide areas for such tables. Another room might be still better for this purpose.

Dave and Chris did the best they could to "spread" themselves out to answer questions. They were hard pressed to handle the 10 to 15 persons who were there at one time during the informal portion. There is a clear need for additional help - or spreading the informal portion over a much longer period of time.

During the formal portion of the hearing, Dave and Chris needed assistance in regard to the menial tasks such as card hand outs, projection running, lighting control and sound reproduction.

cc
Co City file

RECEIVED
COUNTY & CITY SECTION
JAN 29 1975
☑ ENGR. ☐ COOR. ☑ CE ☐ AE ■ UC
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Geo/R

The actual public input of some 30 individuals in attendance was all negative. No one came forward in favor of the project. The E.I.S. was picked over page by page and nothing seemed correct, adequate, comprehensive, etc.

This office needs copies of the published notices from the newspapers. I am sure the city will forward a transcript of the formal hearing.

GLC:bjl

cc: L. W. Rulien
Dave Reinhard

RECEIVED
[illegible]
PROJECT MANAGEMENT SECTION

9789

2.

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

Robert Straub
~~TOM McCALL~~
GOVERNOR

Stafford Hansell
~~[illegible]~~
Director

January 21, 1975

G. N. Hopkins
Project Development Engineer
Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

Re: Draft Environmental Statement
29th Ave.-Alder Street Section
Amazon Parkway-30th Avenue
PNRS: 7412 4 150

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies. The State Wildlife Commission, the Division of State Lands, and the State Water Resources Board offered the attached comments which should be addressed in the preparation of your final Environmental Impact Statement.

We will expect to receive copies of the final statement as required by Council of Environmental Quality Guidelines.

Sincerely,

William M. Brown

William M. Brown
Acting Administrator

WMB/Lk
Attachments

RECEIVED
STATE HWY ENGR.
JAN 27 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Ben

RECEIVED
JAN 24 1975
PROJECT MANAGEMENT SECTION

SENT
BEN GIFFORD
11-27-74

1-27-75
cc: G. L. Green, FHWA
F. B. Klaboe
J. H. Versteeg
Gary Potter
Geo. Hopkins
D. E. Swan
B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

LOCAL GOVERNMENT RELATIONS DIVISION
DEC 1 8 1974

RECEIVED
DEC 1 3 1974
STATE WATER RESOURCES BOARD

PNRS STATE REVIEW

Project #: 7412 4 150

Return Date: JAN 6 1975

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

☐ This project does not have significant environmental impact.

☑ The environmental impact is adequately described.

☐ We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

☐ No comment.

- - - - - - - - - - -

REMARKS

SUGGESTED REPLY:

The capacity of the proposed culvert at 33rd Street and Hilyard street should be submitted to the District Engineer, Corps of Army Engineers hor his comments, if this has not already been done.

✓

Agency Water Resources

By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

LOCAL GOVERNMENT RELATIONS DIV.
DEC 1 9 1974

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7412 4 150

Return Date: JAN 6 1975

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

☐ This project does not have significant environmental impact.

☑ The environmental impact is adequately described.

☐ We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

☐ No comment.

REMARKS

FACU

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway, we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office.

Thank you for the opportunity to comment on this project.

RECEIVED
DEC 13 1974
DIVISION OF STATE LANDS

Agency Lands

By Earle A. Johnson

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

LOCAL GOVERNMENT RELATIONS DIVISION
JAN 17 1975

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7412 4 150

Return Date: JAN 6 1975

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

REMARKS

Page 20, "Steps to Minimize Harm" discusses the Eugene City Parks Department plans to develop the area by planting a vegetative screen along the parkway. This screen will provide additional benefits to songbirds if seed producing plants are used. The screen will become increasingly valuable to birds of the Amazon Parkway as additional projects are completed in the area.

Agency Wildlife Commission

By William E. Pitney Chief
Environmental Management Section
12/26/74

9269

2

PLA 6

SALEM, OREGON

January 20, 1975

MEMO TO THE FILES
Attn: L. W. Rulien

Robert T. Ewen

Robert T. Ewen
Action Planner

Reply - City of Eugene's January 10, 1975 Letter
Amazon Parkway Project

At the request of George Hopkins I have studied the letter received from the City of Eugene dated January 10, 1975 relative to Action Plan responsibilities on subject project. I concur that this is a Category I project and that it presently and as of November 1 was in the reconnaissance phase.

I concur that they have not proceeded too far in the reconnaissance phase and that their desire to implement Action Plan responsibilities is pertinent with this particular project. The City specifically requests liaison efforts in establishing an interdisciplinary team, project citizen's advisory team, methods of disseminating information, and public hearings. I believe we should offer to meet their request in the very near future and recommend that Region, Project Management, and Environmental Sections attend.

I believe we could be of great assistance in developing our interdisciplinary approach and team assignments. I also believe we could be of great assistance in their proposed use of the project citizen's advisory committee in the setting of goals, and methods to gain meaningful, constructive input.

My suggestion is that a meeting date should be set for January 27 and 28.

cc: George N. Hopkins (Co/City) (2)

4239

4

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 9, 1974

Transportation
TO Oregon ~~State Highway~~ Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **TOPICS Project Cancellation**
Proposed Urban System Project

There will be before you at the December 18 meeting requests from the City of Eugene to cancel a previously approved TOPICS project and undertake the project as a Federal Aid Urban System project.

Cancellation of the project under the TOPICS program is necessitated by the lack of TOPICS funds available to the City. The total cost as an Urban System project is estimated to be $200,000, of which the State and City will each pay approximately $22,000.

This project has been investigated and is eligible for funding under the Federal Aid Urban System program. I recommend your approval and request authority to sign project agreements.

Attachment

bc: C. W. Head
A. E. Johnson
R. L. Schroeder
L. W. Rulien
V. E. Skoog
Victor Wolfe
Jack Graham
Gary Sund
George M. Baldwin
E. S. Hunter
H. S. Coulter
L. E. George
J. H. Versteeg
H. S. Cox
Alfred Shirley, Jr.

GEZ:scr srb

CITY OF EUGENE
TOPICS Project Cancellation

E. 28th Avenue-E. 36th Avenue (Eugene) Section,
Hilyard Street, (FAS 223).

Grading, paving and sidewalks, $115,000

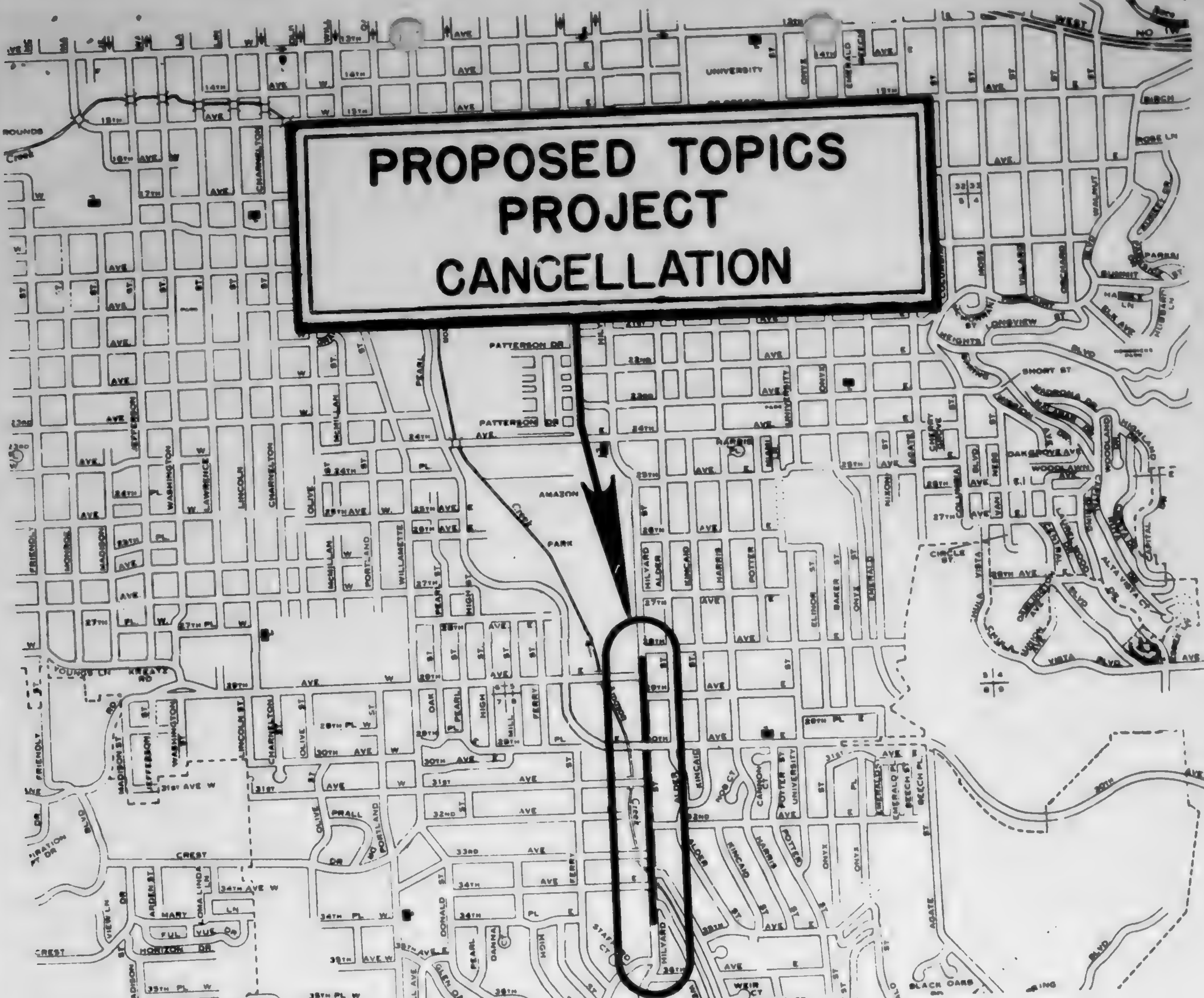
This project was approved by the Commission on October 31, 1972.

The City has requested that this project be cancelled as a TOPICS Project due to a lack of TOPICS funds. The City intends to pursue the project using Federal Aid Urban System funds.

The construction portion will be withdrawn and the preliminary engineering portion finalized.

24-j
12/4/74

PROPOSED TOPICS PROJECT CANCELLATION


UNIVERSITY
PATTERSON DR
AMAZON PARK
HILYARD
ALDER
KINCAID
HARRIS
POTTER
ONYX
EMERALD
AGATE
WILLAMETTE
PEARL
OAK
HIGH
FERRY
DONALD
MADISON
JEFFERSON
WASHINGTON
LINCOLN
CHARNELTON
OLIVE
CREST DR
FULVUE DR
HORIZON DR
McDONALD CT
SOUTHRIDGE
SPRAGUE AVE
LARCH
SNELL
BLACK OAKS DR
VISTA BLVD
ALTA VISTA CT
CIRCLE ST
N
EUGENE

SUMMARY, URBAN SYSTEM FUNDS
Proposed FAU Project

JURISDICTION	SECTION	TOTAL COST	FEDERAL FUNDS	STATE SHARE
Eugene	E. 28th Avenue-E. 36th Avenue, Hilyard Street (FAU 1090)	$200,000	$156,000	$22,000
	Total New Projects	$200,000	$156,000	$22,000

SUMMARY BY FISCAL YEAR (Federal FAU Funds)	1974	1975	TOTAL
Allocated Funds (Federal)	$6,405,362	$6,552,246	$12,957,608
Approved Projects (Corrected to Date)	3,434,008	--	3,434,008
Unprogrammed Balance	$2,971,354	$6,552,246	$ 9,523,600
~~Proposed~~ New Project~~s~~ (12/4/74)	156,000	--	156,000
Unprogrammed Balance	$2,815,354	$6,552,246	$ 9,367,600

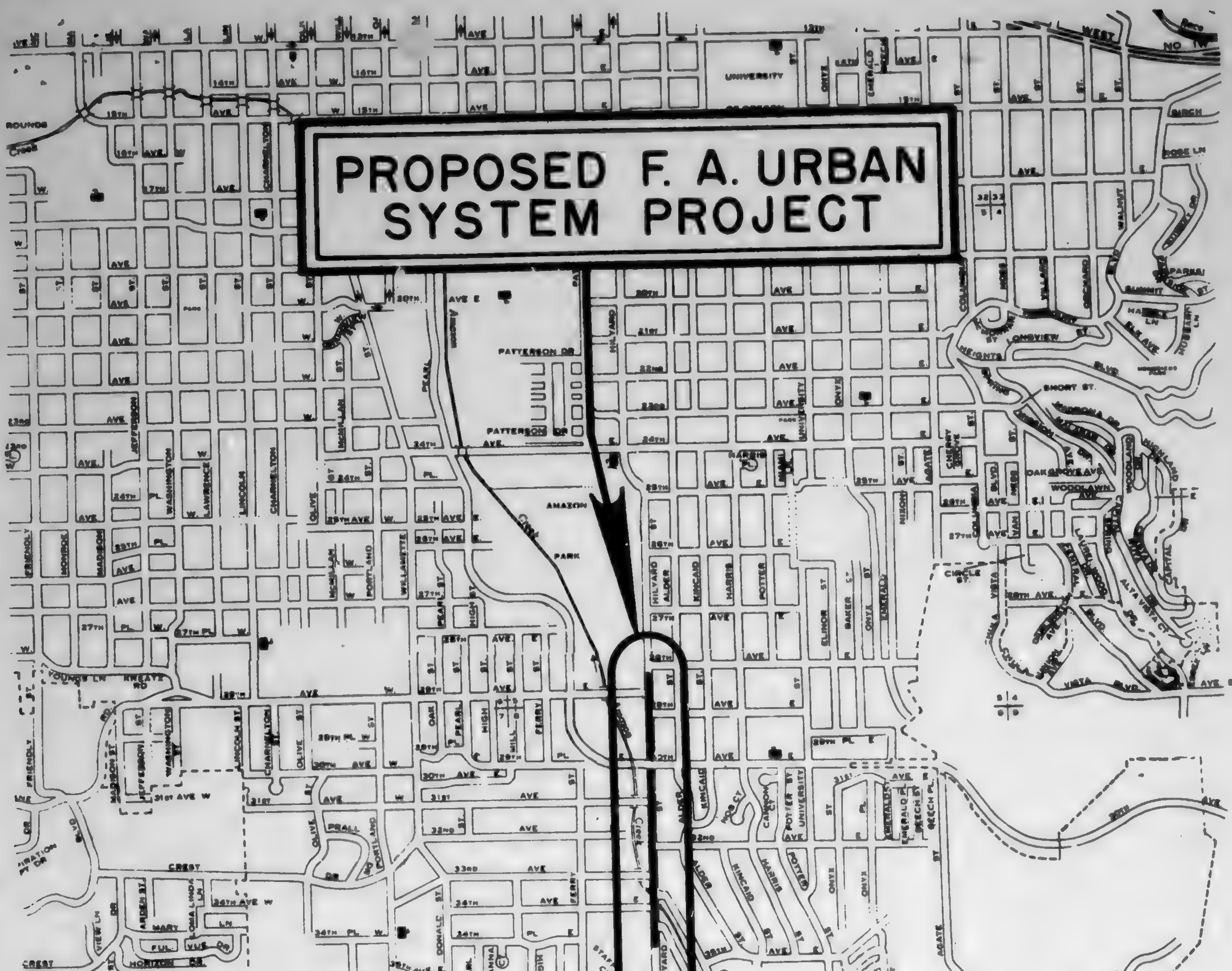
74-g
12/4/74

CITY OF EUGENE
Proposed Urban System Project

E. 28th Avenue-E. 36th Avenue (Eugene) Section
Hilyard Street (FAU 1090)
Grading and paving, $200,000

This project was approved by the Commission on October 31, 1972 as a TOPICS project. The City has requested that this project be cancelled as a TOPICS project due to a lack of TOPICS funds, and be constructed as an Urban System project in conjunction with the approved 29th Avenue-Alder Street (Eugene) Section, Amazon Parkway-30th Avenue (FAU 1145) Urban System project.

74-g
12/4/74


PROPOSED F. A. URBAN SYSTEM PROJECT
N
EUGENE

9289

L

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 27, 1974

TO

Executive Department
Federal Aid Coordination Unit

Lane Council of Governments
135 - 6th Ave. East
Eugene, OR 97401

George N Hopkins

FROM

G. N. Hopkins
Project Development Engineer

SUBJECT

Draft Environmental Statement
District No. 5
Federal Aid Urban System
29th Avenue-Alder Street Section
Amazon Parkway-30th Avenue
Lane County

NOTED
E. S. HUNTER

In accordance with the National Environmental Act of 1969 (Public Law 91-190) attached are copies of the Draft Environmental Statement for your review and comment.

Your reply upon receipt of this Environmental Impact Statement will be anticipated within the 45-day period established by the Federal Council of Environmental Quality Guidelines. If no response is received within this period, it will be assumed that you have no comments.

If you need additional information on this project, please contact Mr. Gary Potter, Environmental Section, State Highway Division, Salem Oregon 97310. Phone 378-8486.

Attachments

BLG:pr

cc: G. L. Green, FHWA
✓E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Gary Potter
H. S. Cox
D. E. Swan
B. L. Gifford

RECEIVED
NOV 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9

9289

L.

November 25, 1974

TO Mr. G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Draft Environmental Impact Statement
No. FHWA-OR-EIS-73-06-D
29th Avenue-Alder Street Section
Project M-5104(1)
Amazon Parkway-30th Avenue (FAUS 5104)
Eugene, Lane County

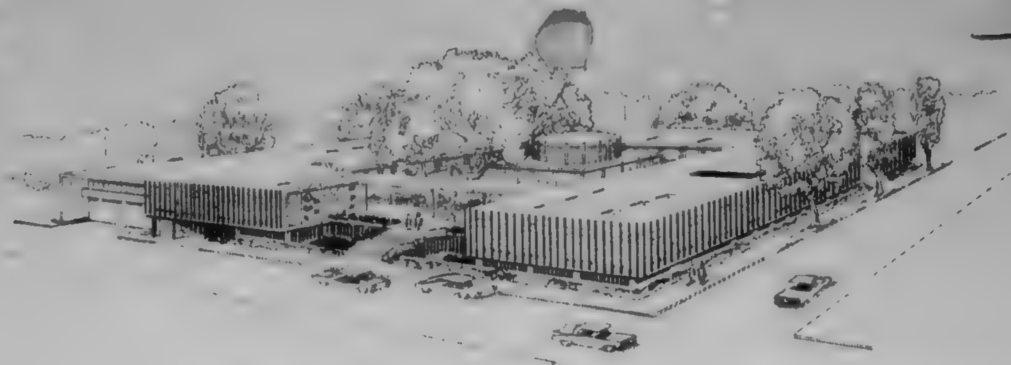
In compliance with Volume 7, Chapter 7, Section 2 of the Federal Aid Highway Program Manual, we are submitting eighteen (18) copies of the Draft EIS relative to the subject project.

DES:ljt
Att.

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
H. S. Cox
D. E. Swan
B. L. Gifford

L. T FAU

CITY OF EUGENE



DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON 97401

June 6, 1974

County-City Project
Oregon State Hwy. Division
State Highway Building
Salem, Oregon

Gentlemen:

The purpose of this letter is to formally advise you that it is readily apparent that the TOPICS money available will not stretch to cover the project originally proposed be funded by TOPICS at 30th Avenue and Hilyard Street. The City of Eugene therefore requests that this be officially recognized and be put on record as requesting that the complete intersection work be handled through federal aid urban funds. The other local agencies and Lane Council of Governments is aware of this necessity.

Very truly yours,

Alva Williams, Jr.
Traffic Engineer

AW:sr

[illegible]

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1974
☑ ENGR. ☑ SUPR. ☐ [illegible] ☐ [illegible] ■ UE
☑ [illegible] ☐ [illegible] ☒ [illegible] ☒ [illegible] ☐

6257

304-K

May 16, 1974

Mr. Hugh McKinley, City Manager
City of Eugene
P. O. Box 1967
Eugene, Oregon 97401

Dear Mr. McKinley:

We have reviewed the status of the TOPICS Program and find that jobs completed plus jobs committed prior to receiving your May 1, 1974 letter, will expend the available monies.

The response to this program has been enthusiastic and should lead to a smooth transition to urban funded projects.

I am sorry that there remains no TOPICS monies to fund additional projects in Eugene or elsewhere.

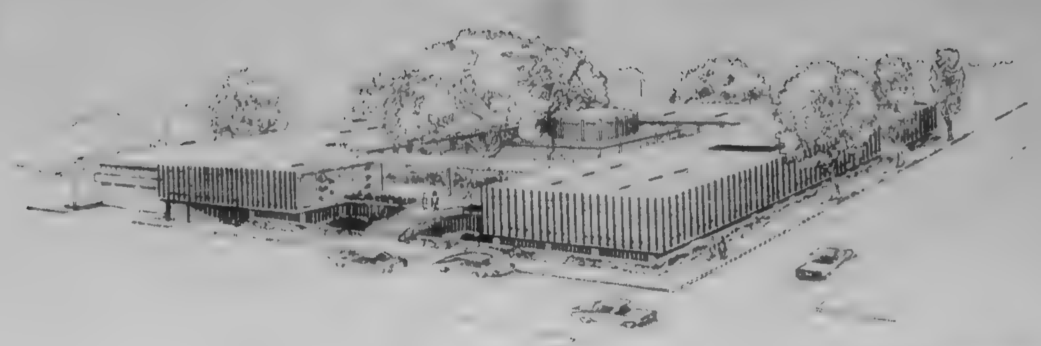
Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

LWR:pr jf

bc: F. B. Klaboe
A. E. Johnson
L. W. Rulien
H. S. Cox

CITY
OF
EUGENE



OFFICE OF THE CITY MANAGER — P.O. BOX 1967 — EUGENE, OREGON
503/687-5010 97401

May 1, 1974

5-7
Larry
R/D
EAH

Mr. Fred Klaboe
Administrator and State Highway Engineer
Highway Building
Salem, Oregon

Dear Fred:

The purpose of this letter is to outline for you my thoughts regarding the April 9 TOPICS letter from H. S. Cox.

We have two TOPICS projects authorized that have not been bid. They are Franklin Boulevard (out to bid now) and 30th and Hilyard. County-City projects have informed my staff that the TOPICS funds for this urban area will in all probability not be enough to fund the Franklin job, let alone the 30th and Hilyard project.

It seems logical and only fair to me that enough of the leftover TOPICS funds mentioned in the April 9 letter to fund both the Franklin and 30th and Hilyard jobs be allocated to this urban area. These projects are on-going and certainly should take priority over any new jobs in my view.

Such an allocation would also enable us to stretch the FAU funds further and that capability we certainly need. Your early and hopefully favorable consideration to this request will be greatly appreciated.

Very truly yours,

Hugh McKinley
City Manager

HM:d
cc-Pub Wks, Trfc

RECEIVED
STATE HWY ENGR
MAY 3 74
REFER TO
Hunter
FOR
Sign Act File

RECEIVED
MAY 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
MAY 7 1974
PROJECT MANAGEMENT SECTION

7257 2

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 25, 1973

Department of Public Works
City of Eugene
777 Pearl Street
Eugene, Oregon 97401

Attention: Mr. Jim Wagnon

Gentlemen:

I have had the opportunity to review the rough draft environmental and 4(f) statements on the 30th Avenue and Hilyard Street projects.

My first comments are concerned with the contents of the rough draft. Generally, there are some sections which seem to be adequately covered and some which show apparent deficiencies. These deficiencies are listed in the enclosed outline labeled "Observations on Content."

In the enclosure labeled "Suggestions on Outline Structure," I have made some suggestions on reorganization of the draft statement which might eliminate some of its repetitiveness and improve its readibility.

I would suggest that you send all original graphic materials and photography which were included in this rough draft and which you wish to include in the draft and final statement to the Environmental Section so that they can be prepared for printing.

In reviewing the rough draft I noticed numerous "unquoted" direct quotes in all sections of the report from the Salem City Mission Street-Bellevue Street Environmental Impact Statement (EIS). In fact, the last seven sections of the report were xerox copies of the Salem EIS with only Salem's names and numbers replaced by Eugene's.

RECEIVED
MAY 2 5 1973

NOTED
R. L. SCHROEDER

This method of EIS preparation does not reflect good professional ethics, and in my opinion defeats the purpose and spirit of the National Environmental Policy Act and the environmental statement process. Worst of all, I fear that the Federal Highway Administration would not approve a plagiarized EIS. Therefore, I would strongly recommend that the applicable portions of the rough draft be rewritten so that it will more closely fit the "personality" of the projects under consideration.

Please feel free to contact me if you have any questions.

Sincerely yours,

George Ramjoue'
Project Manager
Environmental Section

Enc.
GR:lj
cc: Gary A. Potter
R. L. Schroeder

May 16, 1973

Columbia Region Association of Governments
6400 S.W. Canyon Court
Portland, Oregon 97221

Lane Council of Governments
135 6th Avenue East
Eugene, Oregon 97401

Mid Willamette Valley Council of Governments
19 Marion County Courthouse
Salem, Oregon 97301

Gentlemen:

As you know we are currently proceeding under the Congressional "Urban System" allocations for fiscal year 1972 and fiscal year 1973. The allocation to Oregon was $800,000 for each year.

If projects are not advanced to the stage where the Federal Highway Administration approves the plans, specifications and estimates (P.S. & E.) within two years following the year of the allocation, the funds will lapse. Unused funds for fiscal year 1972 will, therefore, lapse July 1, 1974 and fiscal year 1973 funds will lapse July 1, 1975.

Four projects have been approved by the Highway Commission and the Federal Highway Administration. Those of you who are concerned with the following projects should do everything possible toward progressing the project to the P.S. & E. to avoid losing the funds. These projects are:

1. 89th Avenue-106th Avenue (Portland) Section - FAU 1073
2. S.W. Stephenson Street-S.W. Lower Boones Ferry Road (Lake Oswego) Section - FAU 1017
3. Mission Street-Bellevue Street (Salem) Section - FAU 3074
4. 29th Avenue-Alder Street (Eugene) Section - FAU 5104

It is possible that they will not advance quickly enough to obligate fiscal year 1972 funds before the lapsible date.

It now appears that Congress, in the 1974 Highway Bill, will continue Federal Aid Urban System funding at an increased rate. In order for these funds to be properly utilized, Councils of Governments in urbanized areas should now be considering and selecting projects which qualify for federal aid in order that preliminary engineering can begin immediately. If major right of way acquisition is necessary, or if any right of way involves a 4F determination (such as park land), the lead time can easily lengthen to three years or more.

Each urbanized area in the State should, as soon as possible, submit additional Urban System projects for consideration. These projects can be advanced to the preliminary engineering stage and funds currently available can, therefore, be obligated prior to the lapsible date.

We urgently solicit additional Urban System projects at this time to insure the full use of existing allocated funds. Bar charts showing the time involved from project inception to P.S. & E. approval of the FHWA, for two of the above projects, are included to illustrate the necessary lead time.

Mr. Richard Unrein of our County-City Section is available to work with you at your request.

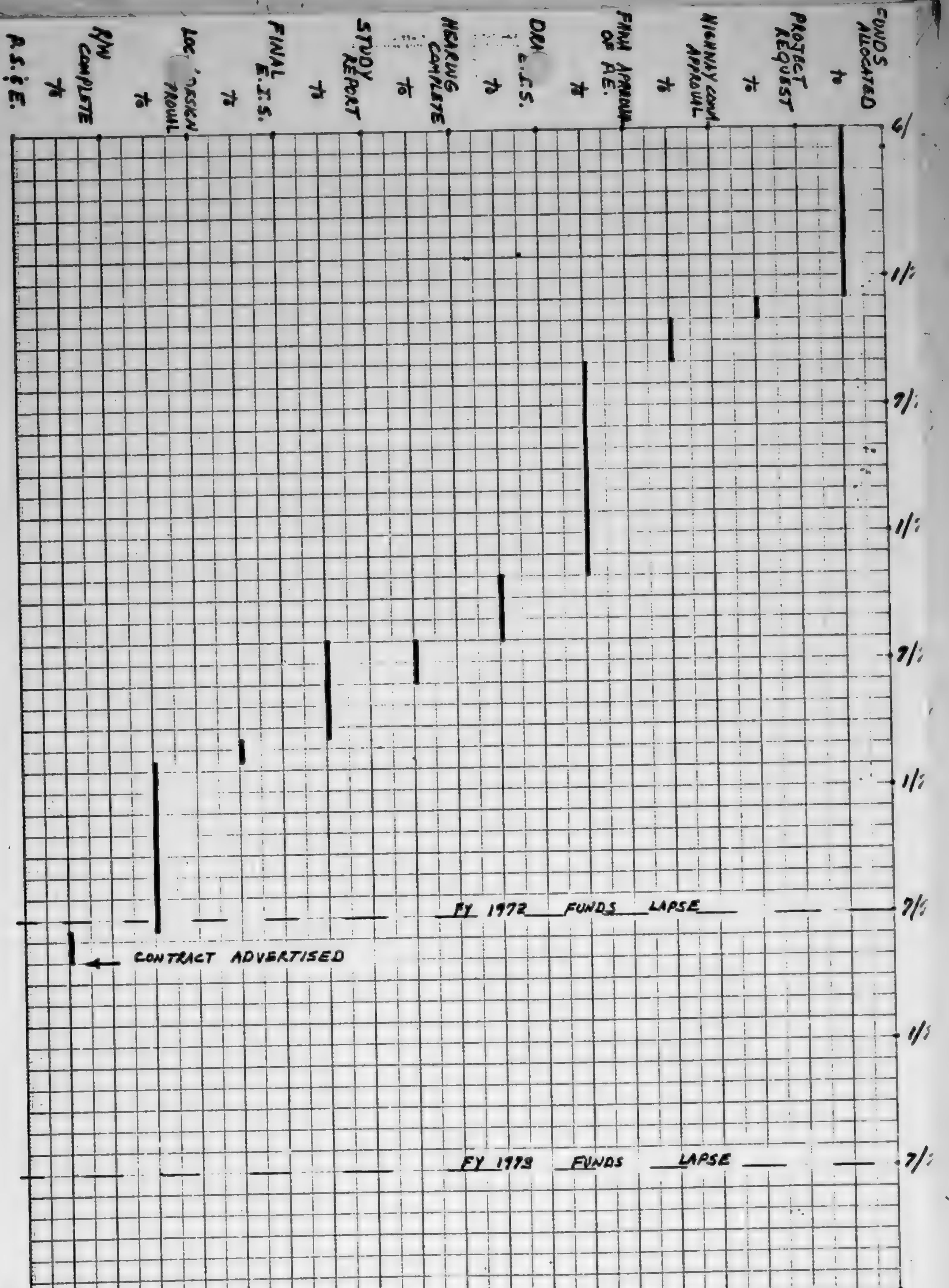
Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
Attachment

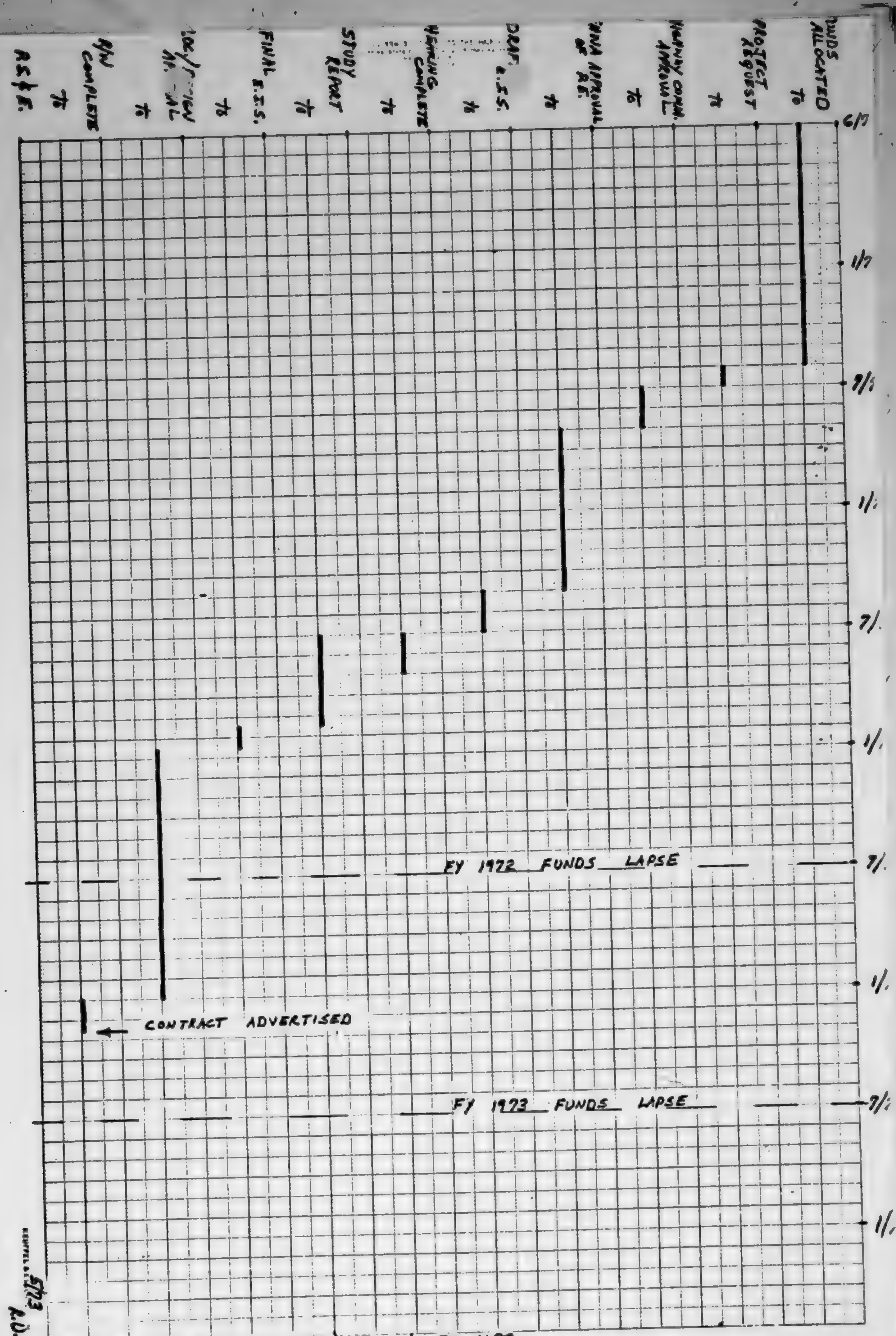
cc: League of Oregon Cities
Association of Oregon Counties
Clackamas County
Multnomah County
Washington County
Marion County
Polk County
Lane County
City of Gladstone
City of Lake Oswego
City of Milwaukie
City of Oregon City
City of West Linn
City of Gresham
City of Portland
City of Beaverton
City of Hillsboro
City of Tigard
City of Salem
City of Eugene
City of Springfield

bc: G. M. Baldwin
F. B. Klaboe
A. E. Johnson
R. L. Schroeder
H. S. Coulter
H. S. Cox
L. H. Young
V. E. Skoog



4/73
R.U.

MISSION ST. - BELLEVUE ST. (SALEM) SECTION - FAU 3074

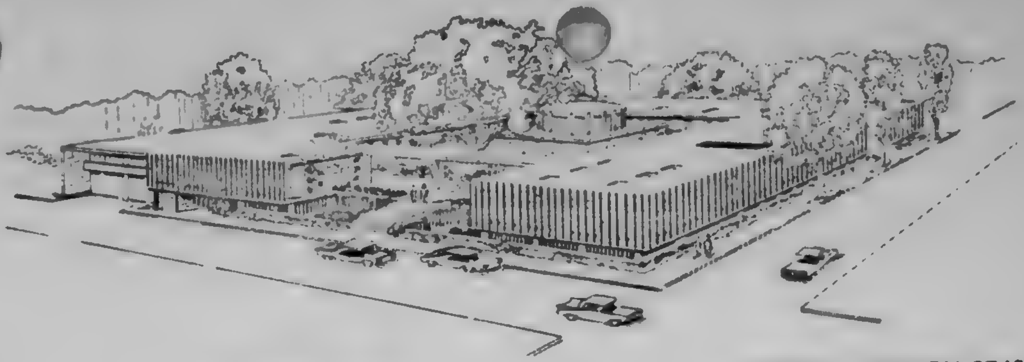


89th Ave. - 106th Ave. (Portland) Section - FAU 1073

9239

FAUS

CITY
OF
EUGENE



DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON 97401

May 1, 1973

Environmental Section
Highway Division
Department of Transportation
State Highway Building
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
MAY - 4 1973
☑ ENGR. ☑ COOR. ☑ GE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Attention: Mr. George Ramjoue

Gentlemen:

Enclosed herewith is the City of Eugene's rough draft of the Environmental Impact Statement and 4f Statement for the 30th Avenue and Hilyard Street projects (FAS 223 and FAUS 5104) for your review.

Please return with your comments so that we can type in final form. It should be noted that information on noise and air pollution is left out since the City of Eugene does not have the facilities required to obtain this information. We will appreciate all the assistance you can offer relative to these items.

There are several other items that are not included with this rough draft, but will be included with our final rough draft; they are:

1. Original of 8 x 10 photographs and negatives of present photos in report.
2. A number of photographs with negatives taken on the site of the project.
3. Copy of the City's proposed bike trails.
4. Right-of-way maps showing all right-of-way required from public and private lands.
5. Several other incidental large maps that have been reduced and included in the statements.
6. Copy of City of Eugene's 1990 Plan.
7. Copy of E-SATS.
8. Letter from City of Eugene Parks Department showing co-ordination of project.

cc: Dick Unrein
Co-City

If you have any questions or need additional information, please contact Mr. Jim Wagnon of this office, phone 687-5291.

Very truly yours,

Bert S. Teitzel
City Engineer

BST:jh

enclosures

9159

RECEIVED
APR 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MEMO TO FILES
April 12, 1973

RE: STATUS OF FEDERAL AID URBAN SYSTEM PROGRAM.

This program has been funded for two fiscal years (1972 & 1973) at identical funding levels. There is good likelihood that a sizeable portion of these funds may not be obligated with the FHWA within the time restraints. The 1972 funds must be obligated by June 30, 1974 and the 1973 funds by June 30, 1975.

These Urban System funds were allocated entirely to the local level of government in the Eugene, Portland, and Salem urbanized areas through their COG's.

Major factors placing these funds in jeopardy are:

(1) COG's were slow in submitting systems and in selecting inaugural projects. (It took CRAG 11 months to select two initial projects for Urban System funding.)

(2) Local governments were slow in submitting project requests following COG approvals (Clackamas and Multnomah Counties took five months in submitting their 49th Avenue-Kerr Road project following CRAG approval.)

(3) All four projects received to date are Major Actions requiring full environmental impact statements, public hearings, and right-of-way acquisition. (These items all require considerable time, especially when working with local governments.

All four projects have advanced to the approved preliminary engineering program stage. The status of FY 1972 funds is as follows:

AREA	1972 FEDERAL FUNDS	OBLIGATED	% OBLIGATED	UNOBLIGATED
EUGENE	$ 112,459	$ 6,300	5.6%	$ 106,159
PORTLAND (2 projects)	607,099	50,400	8.3%	556,699
SALEM	75,138	10,800	14.4%	64,338
	$ 794,696	$67,500	8.5%	$ 727,196

No further obligation of funds can take place for these four projects until the projects receive location/design approval.

NOTED
E. S. HUNTER

PROJECT STATUS:

EUGENE (30th Avenue-Amazon Parkway)

The City of Eugene is presently drafting their E.I.S. and 4f determination. A public hearing will be held late this summer and hopefully location/design approval will be granted in early 1974. All right-of-way required is City park right-of-way. Approximately $145,000 in Federal funds should be obligated for construction prior to June 30, 1974.

PORTLAND (Foster-Woodstock Couplet)

The City of Portland's draft E.I.S. has just been submitted to the Environmental Section for processing. A public hearing will be held this summer and hopefully location/design approval will be granted by the end of this year. Approximately $170,000 in Federal funds should be obligated for right-of-way prior to June 30, 1974. Approximately $125,000 should be obligated for construction prior to June 30, 1975.

PORTLAND (49th Avenue-Kerr Road)

Clackamas and Multnomah Counties will soon begin preliminary engineering and preparation of a draft E.I.S. A public hearing will be held late this year and hopefully location/design approval will be granted by the spring of 1974. It appears that some right-of-way will be required and approximately $30,000 in Federal funds could be obligated by June 30, 1974 for right-of-way. Approximately $855,000 for construction should be obligated by June 30, 1975.

SALEM (13th Street Extension)

The draft E.I.S. has been approved and the City of Salem will hold a public hearing on May 22, 1973 and hopefully location/design approval will be granted by December, 1973. Approximately $120,000 in Federal funds should be obligated for right-of-way prior to June 30, 1974. Approximately $180,000 for construction should be obligated by June 30, 1975.

If the projects proceed as outlined above, approximately $262,000 in FY 1972 Urban System funds will be lost. The following conditions could greatly affect this figure:

(1) The 4F determination could delay location/design approval for the Eugene project for a considerable time. Also, this project is to be constructed in conjunction with a TOPICS project in which Federal TOPICS funds are presently insufficient.

(2) There is the possibility that the 49th Avenue-Kerr Road project will face considerable objection from the local community, while on the other hand if right-of-way is not required, construction could be undertaken prior to June 30, 1974.

(3) Presently only $150,276 in Federal funds has been allocated to the Salem area which will only fund about one-half of the 13th Street Extension project.

(4) CRAG has limited Urban System projects to the use of FY 1972 funds only, and has not approved of the use of FY 1973 funds.

As can be seen this program is in jeopardy of losing funds. Administration review of this program appears to be in order.

Richard Unrein

Richard Unrein
Urban Engineer
County and City Section

RU:ljt

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
R. N. Bothman
L. W. Rulien
C. O. Fredrickson
A. Shirley

9.2x1

L,

February 28, 1973

City of Eugene
City Hall
Eugene, Oregon 97401

Attention: S. P. Flogstad
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4659

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement pertaining to the E. 28th Avenue-E. 36th Avenue Section of Hilyard Street.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

4289

February 28, 1973

City of Eugene
City Hall
Eugene, Oregon 97401

Attention: S. P. Flogstad
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4661

Gentlemen:

Attached for your records is a fully executed copy of an Urban System Project Agreement pertaining to 29th Avenue-Alder Street (Eugene) Section of the Amazon Parkway-30th Avenue.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

G. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

9289

L.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

bc: E. S. Hunter
R. L. Schroeder
L. H. Young
Victor Wolfe
V. E. Skoog
D. R. Byard
J. H. Versteeg

February 21, 1973

Mr. Donald P. Allen
Director of Public Works
City Hall
Eugene, Oregon 97401

Re: Preliminary Engineering Authorization

FAU System Project M-5104
Amazon Parkway-30th Avenue

TOPICS Project T-5010(7)
Hilyard Street

[illegible]
E. S. HUNTER

Dear Mr. Allen:

The City of Eugene is hereby authorized to proceed with preliminary engineering for the subject projects in accordance with the project agreements that were signed by the City on February 12, 1973.

Attached are copies of approved "Authority for Survey" for these projects. Please reference your cost records on the Urban System project to Survey Prefix 320-1949(901) and Project No. M-5104(1). Reference your cost records on the TOPICS project to Survey Prefix 20-0608(901) and Project No. T-5010(7).

The required preliminary draft environmental statement will equally apply to both projects and therefore, your costs should be equally distributed to each project.

Please caution all the City personnel who will be working on these projects to keep clear records of their time and expenses and to keep these segregated by project. Failure to do so may result in non-participation by Federal and State funds.

If you anticipate any overruns, please contact our Region Engineer, Mr. J. H. Versteeg, regarding approval of overrun.

Very truly yours,

George M. Baldwin
Administrator of Highways

Richard Unrein

By: H. S. Cox
County and City Engineer
-for-

RECEIVED
FEB 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RU:ljt
Encl. (2)

TRANSACTION NUMBER 2-43

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-16-73

BY (Signature): MR. YOUNG'S JANUARY 26, 1973 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 79 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
79	T-5010(7)	0.53	7,500	4,700	EAST 28TH AVENUE - EAST 36TH AVENUE (EUGENE) SECTION. LANE COUNTY	PRELIMINARY ENGINEERING.

2-16-73

RECEIVED
STATE HWY ENGR
FEB 20 '73
REFER TO
FOR
Info

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING UP TO LOCATION AND DESIGN APPROVAL.

NOTED
R. D. ASBURY

9289

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE: 2-16-73
SIGNATURE AND TITLE: V R Burghardt fa
VERNON V. CUSACK, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

cc Wolfe - Cof 2-21-73

GPO 915-690

1239

2

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 14, 1973

Mr. Donald P. Allen
Director of Public Works
City Hall
Eugene, Oregon 97401

Re: F.A. Urban System Project M-5104(1)
Amazon Parkway-30th Avenue

TOPICS Project T-5010(7)
Hilyard Street

Dear Mr. Allen:

This will acknowledge receipt of the City of Eugene's check No. 50693 in the amount of $3,600, which is the correct total amount required as an advance deposit for preliminary engineering on the subject projects.

Following receipt of the signed agreements we will authorize the City of Eugene to proceed with the preliminary engineering work.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Richard Unrein

for
H. S. Cox
County and City Engineer

RU:ljt

bc: R. L. Schroeder
L. H. Young
J. H. Versteeg
V. E. Skoog - Check No. 50693 for $3,600
Rec'd 2/14/73 by ________________
Credit $2,100 as FAU 510401
Credit $1,500 as TOPICS 501007

RECEIVED
FEB 14 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

9039 4

January 26, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project T-5010(7), E. 28th Ave.-E. 36th
Ave. (Eugene) Section

We are submitting program data for one TOPICS project, Item No. 79, Project No. T-5010(7), "E. 28th Ave.-36th Ave. (Eugene) Section", which we desire to have included in the Federal-Aid TOPICS Highway Program.

The proposed project covers all phases of preliminary engineering. We hereby request your authorization for the State and City of Eugene to proceed with the phase of preliminary engineering necessary to obtain location/design approval for the project. FHWA concurred by memorandum dated January 12, 1973, that the City of Eugene is adequately staffed and equipped to perform preliminary engineering work on TOPICS projects.

We will request further authorization to proceed with preliminary engineering for P.S. and E. preparation as soon as location/design approval is granted.

Enclosed are copies of State and District 5 Clearinghouse letters of approval dated December 20, 1972 and September 29, 1972, respectively.

Enclosures

RMC;ed

Budget Bureau No. 41-R2067; Ap

U.S. DE

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 1-26-73

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1 (19) (20)	Hilyard Street in City of Eugene 21 65		15,000	25,000 (68) (70)	92 (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	Preliminary Engineering 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 T- 23	7 5010(7)

COUNTY NAME Lane CODE 039 (14)

CARD					
4	CLASS OF FEDERAL FUNDS TOPICS	ROUTE NO. S	FEDERAL-AID 223 (32)	STATE (36)	U.S. (37)
	NAME OF URBAN AREA Eugene 17-31				

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		Hilyard Street in City of Eugene between E. 28th Ave. and E. 36th Ave.	0.53	7,500	4,700	1,400	1,400 (City)
5					**ROW**		E. 28th Ave.-E. 36th Ave. (Eugene) Section					
5					**CONST** (CODE)				(107,500)			

1-26-73

CARD	CODE	PREPARED BY	PROJECT TOTALS	0.53	7,500 (16) (23)	4,700 (24) (33)	1,400	1,400 (City)
1	1						REMARKS	
1	14	PROGRAM APPROVAL DATES						

FHWA
2-16-73

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

1-26-73

ADT	PRESENT 15,000	FUTURE 25,000	YEAR 92	REGION 10	STATE NAME Oregon	STATE CODE 35	APPN CODE 077	ITEM NO. 79

T LOCATION (45 typewriter spaces)
lyard Street in City of Eugene

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
ineering								T-	5010(7)		

COUNTY NAME Lane CODE 039

PROGRAM STAGE ☐ 1 OR ☒ 2

TOPICS

ROUTE NO. S | FEDERAL-AID 223 | STATE | U.S.

Eugene

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		Hilyard Street in City of Eugene between E. 28th Ave. and E. 36th Ave.	0.53	7,500	4,700	1,400	1,400 (City)	P.E., All Phases, incl. PS & E Prep. (Future 4 lane facility, 64' C-C with left-turn refuge and 8' path (BIKEWAY)
OW		E. 28th Ave.-E. 36th Ave. (Eugene) Section						ROW-80' normal; Access Control-Partialy; Parking Restrictions-Complete.
ONST CODE)				(107,500)				
		PROJECT TOTALS	0.53	7,500	4,700	1,400	1,400 (City)	REMARKS

PROVAL DATES

4GA
-16-73

(over)

USCOMM DUSCOMM-DC 48905-P61

E. 28th Avenue - E. 36th Avenue (Eugene) Section

Project No. T-5010(7)

EXISTING FACILITIES:

Hilyard Street - Width varies from 36 to 42 feet curb to curb,
AC pavement, 2-lane.

PROJECT DATA:

The work consists of all phases of preliminary engineering including preliminary surveys, plans and estimates, hearings, environmental statements, study reports for location/design approval and PS & E preparation as required for future construction of 4-lane facility, 64' curb to curb, with left-turn refuge and 8' walkway - Bikeway.

NOTE: The City of Eugene will perform the majority of the field engineering and the State will review and prepare the PS & E.

PUBLIC HEARING: Opportunity for hearing will be offered.

ENVIRONMENTAL REQUIREMENTS: Environmental and 4f statements will be prepared.

A-95 REVIEWS: State and District 5 Clearinghouse approval letters dated December 20, 1972 and September 29, 1972, respectively.

SYSTEM ACTION, RAILROADS, AIRPORTS, WATER DEVELOPMENT, HISTORICAL AREAS:
None involved.

RECREATIONAL AREAS: Amozon Park borders Hilyard Street on the west. This park will be involved as a portion will be required for right-of-way.

FOR FORM PR-37:

a. Preliminary Engineering

	City	State
Field	$5,500	$ 500
PS & E	0	$1,500

b. 100% of project is on the Federal-Aid Secondary

This project is being coordinated with Urban Sy
No. M-5104(1).

Avenue - E. 36th Avenue (Eugene) Section

Project No. T-5010(7)

:

- Width varies from 36 to 42 feet curb to curb,
AC pavement, 2-lane.

sts of all phases of preliminary engineering including
, plans and estimates, hearings, environmental state-
s for location/design approval and PS & E preparation
ure construction of 4-lane facility, 64' curb to curb,
ge and 8' walkway - Bikeway.

Eugene will perform the majority of the field engineer-
ill review and prepare the PS & E.

pportunity for hearing will be offered.

IREMENTS: Environmental and 4f statements will be

te and District 5 Clearinghouse approval letters dated
and September 29, 1972, respectively.

LROADS, AIRPORTS, WATER DEVELOPMENT, HISTORICAL AREAS:

.

: Amazon Park borders Hilyard Street on the west. This
ved as a portion will be required for right-of-way.

FOR FORM PR-37:

a. Preliminary Engineering

	City	State
Field	$5,500	$ 500
PS & E	0	$1,500

b. 100% of project is on the Federal-Aid Secondary System.

This project is being coordinated with Urban System Project No. M-5104(1).

9289.

2,

January 26, 1973

TO Executive Department
Federal Aid Coordination Unit

FROM L. H. Young
Office Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following TOPICS project.

Item No.	Project No.	Section Name & PNRS No.
79	T-5010(7)	E. 28th Ave.-36th Ave. (Eugene) Sec. PNRS # 7212-2-130

Enclosure

[illegible]:ed
cc: R. M. Chase
B. L. Gifford

9289

4

RECEIVED
JAN 2[illegible] [illegible]73
FOR FILING

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 23, 1973

Mr. Donald P. Allen
Director of Public Works
City Hall
Eugene, Oregon 97401

Dear Mr. Allen:

The Federal Highway Administration has approved our program of preliminary engineering for the Federal Aid TOPICS widening project on Hilyard Avenue in Eugene.

Upon receipt of the signed project agreement and an advance deposit of $1,500 (20% of $7,500) for preliminary engineering work, we will be able to authorize the City of Eugene to proceed with the preliminary engineering work.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Richard Unruh

for
H. S. Cox
County and City Engineer

RU:ljt

bc: R. L. Schroeder
L. H. Young
J. H. Versteeg

NOTED
R. L. SCHROEDER

RECEIVED
JAN 23 1973
Office of
Assistant State Highway Engineer

9289

L

RECEIVED
JAN 19 1973
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 18, 1973

Mr. Donald P. Allen
Director of Public Works
City Hall
Eugene, Oregon 97401

Const.
Fed. Aid
Urban System
Eugene
29th Ave - Alder St
Amazon Pkwy - 30th Ave.
FAU 5104

Dear Mr. Allen:

The Federal Highway Administration has approved our program of preliminary engineering for the Federal Aid Urban System widening project on Amazon Parkway-30th Avenue in Eugene.

Upon receipt of the signed project agreement and an advance deposit of $2,100 (20% of $10,500) for preliminary engineering work, we will be able to authorize the City of Eugene to proceed with the preliminary engineering work.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Richard Unrein
for
H. S. Cox
County and City Engineer

RU:ljt

bc: R. L. Schroeder
L. H. Young
J. H. Versteeg

NOTED
R. L. SCHROEDER

RECEIVED
JAN 18 1973
Office of
Assistant State Highway Engineer

FAU

9589

TRANSACTION NUMBER 1-7

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 1-8-73

BY (Signature): MR. YOUNG'S DECEMBER 27, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS URBAN SYSTEM

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 3 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
3	M-5104(1)	0.47	10,000	6,300	29TH AVENUE-ALDER STREET (EUGENE) SECTION LANE COUNTY	PRELIMINARY ENGINEERING.

RECEIVED
COUNTY & CITY SECTION
JAN 10 1973
☑ ENGR. ☑ COOR. ☑ LE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

1-8-73

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

CC: DICK UNREIN 1-10-73 JG

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 1-8-73	SIGNATURE AND TITLE G.L. Green G.L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

FAU

TRANSACTION NUMBER 1-7

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 1-8-73

BY (Signature): MR. YOUNG'S DECEMBER 27, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS URBAN SYSTEM

STAGE 1* ITEM NOS. ________ THRU ________

STAGE 2 ITEM NOS. 3 THRU ________

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
3	M-5104(1)	0.47	10,000	6,300	29TH AVENUE-ALDER STREET (EUGENE) SECTION LANE COUNTY	PRELIMINARY ENGINEERING.

RECEIVED
COUNTY & CITY SECTION
JAN 10 1973
☑ ENGR. ☑ COOR. ☑ LE ☑ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

cc: DICK UNREIN 1-10-73 JG

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 1-8-73	SIGNATURE AND TITLE G.L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

4

RECEIVED
JAN 9 - 1972

FOR FILING

Const
Fed. Aid
Urban Sys

Eugene

FAU 1014

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 2, 1973

SUBJECT: Urban System Agreement Draft
29th Ave.-Alder St. Section
FAU 5104
City of Eugene

To: E. S. Hunter
Asst. State Highway Engr.
SALEM

Enclosed please find a letter from Jack M. Cartwright, Utility Office Engineer, Salem, regarding the utility relocations portion of the subject draft agreement. Both the Utility Section and Mr. Jack L. Sollis, Assistant Attorney General, have reviewed the draft agreement and found it to be in good order.

J. H. VERSTEEG
Region Engineer

Martin G. Havig
By MARTIN G. HAVIG
Region Utility Engineer

NOTED
E. S. HUNTER

MGH/cw
Encl.

cc T. W. Litchfield
H. S. Cox

MAINTENANCE ENGINEER
RECEIVED
JAN 5 1973
☐ ME ☐ AME ☐ AME ☐ OE ☐ AG
☐ BME ☐ SS ☐ AA ☐ FILE ☐ TA

RECEIVED
JAN 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 7, 1972
Salem, OR 97310

SUBJECT: Urban Systems Agreement Draft
29th Avenue-Alder Street Section
FAU-5104
City of Eugene

To: Mr. Martin G. Havig
Regional Utility Engineer

The rough draft agreement for the subject project has been reviewed by Jack L. Sollis, Assistant Attorney General, and this office and found to be in good order.

Mr. Sollis' attention was directed specifically to Section II (Utilities Relocations), THINGS TO BE DONE BY THE STATE, Paragraph 1, for a determination as to the City's eligibility for relocation of their facilities in City streets. It is Mr. Sollis' opinion that the City would be eligible under the provisions of Paragraph 3a(1) of PPM 30-4.

A copy of a similar agreement for the Mission Street-Bellvue Street Section of 13th Street SE in Salem was used as reference for Mr. Sollis' opinion. This agreement was used because it is already fully executed and establishes whatever precedence that might apply.

Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jly

SP*52475-734

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
NOV 27 1972
LEGAL

November 27, 1972
Salem, OR 97310

SUBJECT: Urban Systems Agreement Draft
FAU Projects

To: J. L. Sollis
Assistant Attorney General

Attached hereto is a copy of an agreement between the State and the City of Salem for the construction of the Mission Street-Bellvue Street Section of 13th Street SE.

Your attention is directed to Section II (Utilities Relocation). Paragragh I of THINGS TO BE DONE BY THE STATE stipulates the State shall submit a program for utilities relocations that are eligible under PPM 30-4. Reference is also made to Paragraph 3a(1) of PPM 30-4 which sets forth certain reimbursement eligibility.

It would appear that the relocation cost of City facilities located within City street right of way or private property would be eligible for Federal-aid participation. Your opinion as to the City's rights of reimbursement under the provisions of the attached agreement and PPM 30-4 is requested.

They are eligible
JLS
12-6-72

Jack M. Cartwright
Jack M. Cartwright
Utilities Office Engineer

JMC:jly
Attach.

7259

RECEIVED
DEC 27 1972

FOR FILE

Urb Sys

Eugene

December 27, 1972

Executive Department
Federal Aid Coordination Unit

L. H. Young
Programing Engineer

Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Urban System project.

Item No.	Project No.	Section Name & PNRS No.
3	M-5104(1)	29th Ave.-Alder St. (Eugene) Sec. PNRS No. 7211 02 010

Enc.

RNC:dg

cc R. N. Chase

B. L. Gifford

928 RECEIVED
DEC 27 1972
FOR FILING

Urban Sys
Eugene

December 27, 1972

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT Program Data Submission
Project M-5104(1), 29th Ave.-Alder
Street (Eugene) Section

We are submitting program data for one Urban System preliminary engineering project, Item No. 3, Project No. M-5104(1) which we desire to have included in the Federal-Aid Urban System Highway Program.

Enclosed are copies of State and District 5 Clearinghouse letters of approval dated November 3, 1972 and September 29, 1972, respectively.

We hereby request your authorization for the State and City of Eugene to proceed with the phases of preliminary engineering necessary to obtain location/design approval.

A State-City agreement is being processed to provide for certain portions of the Preliminary Engineering phase to be accomplished by the City of Eugene's engineering forces with such work being eligible for Federal participation. FHWA Memorandum of November 7, 1972 concurred that the City of Eugene was adequately staffed and capable of performing said engineering.

We will request further authorization to proceed with P.S. & E. phase of preliminary engineering for the project as soon as location/design approval is granted.

Enc.

RHC:dg

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

12-27-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St. Amazon Parkway and 30th Ave. (Eugene) 65	ADT	PRESENT 9,200	FUTURE (66) 17,500 (70)	YEAR (71) 92 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) 14 M- 23	NUMBER 7 5104(1)

CARD 4	CLASS OF FEDERAL FUNDS — Urban System	COUNTY NAME Lane				039 (14)
	NAME OF URBAN AREA 17-31 Eugene	ROUTE NO. U	FEDERAL-AID 5104 (32)	STATE City St. (36)	U.S. (37)	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		City Street, Amazon Parkway & 30th Ave. between 29th Ave. & Alder St. in Eugene.	0.47	10,000	6,300	1,850	1,850 (City)
5					ROW		"29th Avenue-Alder Street (Eugene) Section"					
5					CONST (CODE)							

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.47	10,000	6,300	1,850	1,850 (City)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

12-27-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ECT LOCATION (45 typewriter spaces) ty St. Amazon Parkway and 30th Ave. (Eugene) 65	ADT	PRESENT 9,200	FUTURE (66) (70) 17,500	YEAR (71) (72) 92	REGION 10	STATE NAME Oregon	STATE CODE (2) (3) 35	APPN CODE (4) (9) W 32	ITEM NO. (14) (18) 3

WORK (35 typewriter ngineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S) 14 23: M-	NUMBER 7: 5104(1)	SEQ. NO. 13	I. Projects Only: POST MI. (24) (26)	DESIG. 27

Urban System

Eugene

COUNTY NAME: Lane CODE (14) (16): 039

ROUTE NO. U FEDERAL-AID 5104 (32) STATE City St. (36) (37) U.S. (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		City Street, Amazon Parkway & 30th Ave. between 29th Ave. & Alder St. in Eugene.	0.47	10,000	6,300	1,850	1,850 (City)	Preliminary Engineering all phases incl. PS & E. (Future 4-lane facility with 76' c-c clearance, bikeway, and widen one structure.
OW		"29th Avenue-Alder Street (Eugene) Section"						
NST ODE)								ROW - 80' normal; access control - partial; parking restrictions - complete.
		PROJECT TOTALS	0.47	10,000 (16) (23)	6,300 (24) (33)	1,850	1,850 (City)	

OVAL DATES

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

29th AVENUE-ALDER STREET (EUGENE) SECTION

PROJECT NO. M-5104(1)

EXISTING FACILITIES:

Amazon Parkway-30th Avenue: 36' c-c (2 lane) with turn lanes at intersections. No parking or sidewalks.

ADJACENT FACILITIES:

North End: Same as existing.
East End: 48 c-c (2 lane) with turn lanes at the intersections.

PROJECT DATA: The work consists of all phases of preliminary engineering, including field surveys, preliminary plans and estimates, environmental impact statement, location/design study report, hearings and P.S. & E. preparation for future construction of a 4-lane facility, 76' between curbs, with separate turn lanes, plus widen one structure.

The city of Eugene will perform the major portion of the necessary field engineering and the State will accomplish the balance including review and prepare the final plans, specifications and estimates for the project.

PUBLIC HEARING: Opportunity for hearing will be offered.

SYSTEM ACTION, RAILROADS, AIRPORTS, WATER DEVELOPMENT AND HISTORICAL AREAS: None involved.

RECREATIONAL AREAS: Amazon Park will be involved for additional right-of-way.

STATE CLEARINGHOUSE: Approval received November 3, 1972.

DISTRICT 5 CLEARINGHOUSE: Approval received September 29, 1972.

NOTE: This project is to be coordinated and contracted with a TOPICS project to widen Hilyard Street between E. 28th Avenue and E. 36th Avenue, T-5010(7).

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

December 20, 1972

Mr. George Baldwin
Administrator for Highways
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

Attn: L. H. Young

E. 28th Ave.-E. 36th Ave. (Eugene)
PNRS #7212 2 130

This is to acknowledge receipt of your Notice of Intent to file for Federal funds.

We have considered your proposal and concluded that it is essentially of limited local impact and presents no conflicts with existing state plans.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95.

Sincerely,

Cleighton Penwell

CP:Kl

NOTED
R. D. ASBURRY

RECEIVED
DEC 27 1972
PROGRAMMING SECTION

Ben

BEN GIFFORD

NOTED
R. N. CHASE

12-7

Date December ~~12~~ 15, 1972

MEMO TO R. N. CHASE

URBAN SYSTEM PROJECT PROGRAMING REQUEST

CITY EUGENE SECTION 29th Avenue-Alder Street (Eugene)
Amazon Parkway-30th Avenue (FAU 5104)

PROPOSED WORK: All phases preliminary engineering necessary to prepare project for contracting. City of Eugene will perform bulk of preliminary engineering, State will review and prepare final plans and specifications.

COSTS:	TOTAL	FEDERAL	STATE	CITY
*P.E.	$10,000	$6,700	$1,900	$1,900
R/W	(By City)	--	--	--
Construction	(224,500)	(142,700)	(40,900)	(40,900)
TOTAL	$(235,000)	$(149,400)	$(42,800)	$(42,800)

*Field - $8,500 *P.S.& E. - $2,000

EXISTING FACILITIES:

Amazon Parkway-30th Avenue: 36' c-c (2 lane) with turn lanes at intersections. No parking or sidewalks.

PROPOSED PROJECT: Widen Amazon Parkway-30th Avenue to a 76' c-c (4 lane) width with separate turn lanes between 29th Avenue and Alder Street. Widen structure over Amazon Creek. Construct sidewalk/bikeways. Revise existing traffic signals at 29th and Amazon Parkway, and at Hilyard Street and 30th Avenue. Perform other minor work.

NOTE: This project is to be coordinated and contracted with a TOPICS project to widen Hilyard Street between E. 28th Avenue and E. 36th Avenue.

PROJECT NO.: M-5104(-)

ADDITIONAL RIGHT-OF-WAY: Yes, by City

SYSTEM ACTION: None required. Urban System approved 8/30/71

RAILROADS: None

AIRPORTS: None

WATER DEVELOPMENTS: None

HISTORICAL & RECREATION AREAS: Yes, Amazon Park

RELOCATION ASSISTANCE PAYMENTS: None

ROUTE DATA: FAU 5104

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ■ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

STATE CLEARINGHOUSE APPROVAL: 11/3/72

DISTRICT 5 CLEARINGHOUSE APPROVAL: 9/28/72

HEARING: Required

ACCESS CONTROL: Limited to location by City ordinance

PARKING RESTRICTIONS: Parking will be prohibited

ADT: Amazon Parkway-30th Avenue
1972: 9,200
1992: 17,500

Richard Unrein

Richard Unrein
Urban Engineer
County and City Section

RU:ljt
12/15/72

7269

2.

RECEIVED
[illegible] 1972

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 14, 1972

TO Executive Department
Federal Aid Coordination Unit
240 Cottage St., S.E.
Salem, Oregon 97310

Topics
Eng

for R. P.

FROM L. H. Young
Programing Engineer

SUBJECT Notice of Intent

In accord with Executive Memorandum 02-270-20, attached are copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 5	E. 28th Ave.-E. 36th Ave. (Eugene) Section
Federal Aid TOPICS	Hilyard Street Lane County

In order that the dates of contract letting may be met, your prompt attention to this proposal will be appreciated. The estimated date of filing for federal-aid funds on this project is January 19, 1973.

NOTED
E. S. HUNTER

Attachment

BLG:ed

cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
William Anhorn
J. H. Versteeg

RECEIVED
DEC 14 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02 — 12] **APPLICANT** [45: State Highway Division — 46] **DIVISION** [79: Dept. of Transportation

03 — 12] **APPLICANT ADDRESS** **STREET** [45: State Highway Building — 46] **CITY** [60: Salem — 76] **ZIP** [80: 97310

04 — 12] **CONTACT PERSON** [45: L. H. Young — 46] **AREA CODE** [48: 503 — 49] **PHONE** [55: 378 — 56] **EXTENSION** [59: 6563

01 — 12] **PROJECT TITLE** [71: E. 28th Ave.-E. 36th Ave. (Eugene) District 5

11 — 12] **PROJECT LOCATION** **CITY** [45: Hilyard St. Eugene — 46] **PROJECT LOCATION** **COUNTY** [79: Lane

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY)

05 — 12] This project involves preliminary engineering, acquisition of right-of-way, [71

06 — 12] grading, paving, sidewalks/bikeways and incidental work required to widen Hilyard [71

07 — 12] Street approx. 2,800 feet to provide additional traffic lanes and turn refuges. [71

08 — 12] (See Remarks.) [71

09 — 12] [71

10 — 12]

12 —

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
$69,000	-	$23,000	$23,000	-	$115,000

13 — 12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45 — 46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79

14 — 12] **FEDERAL PROGRAM TITLE** [71: Title 23 U.S.C. Highways

15 — 12] **FEDERAL AGENCY NAME** [45: Dept. of Transportation — 46] **FEDERAL SUB-AGENCY NAME** [79: Federal Highway Administration

17 —

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(3) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE: Yes ☒ 29 No ☐ 30 — REGIONAL: Yes ☐ 31 No ☐ 32 — LOCAL: Yes ☐ 33 No ☐ 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95: Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT: Yes ☒ 37 No ☐ 38

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: 1 — 43] DAY [44: 19 — 45] YEAR [46: 73

ADDITIONAL INFORMATION — ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Planning & Construction

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: November 7, 1972

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: November 7, 1972

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway, City of Eugene

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid TOPICS Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 4

(b) State Representative District(s) Number(s) 39-42

(c) State Senatorial District(s) Number(s) 20

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

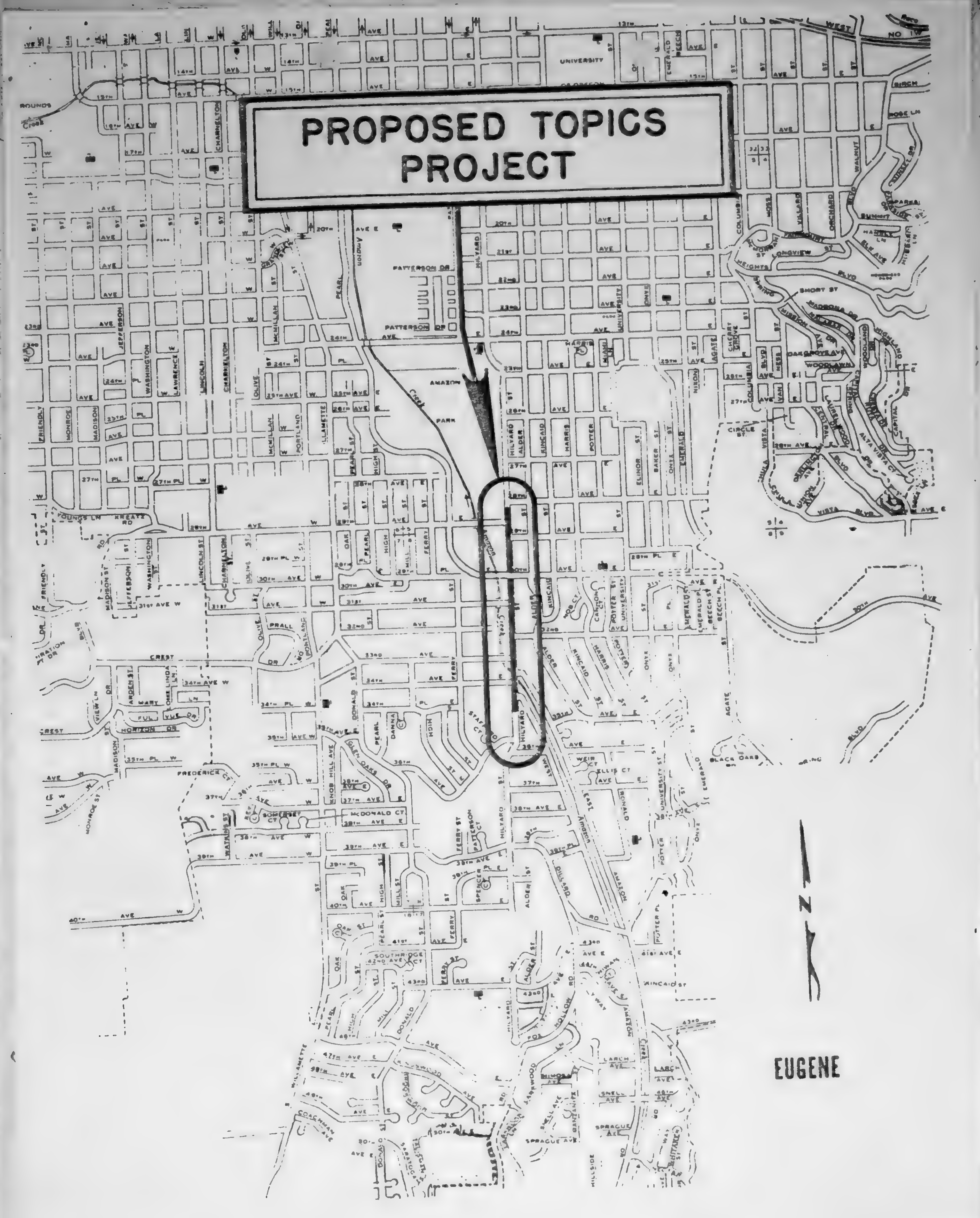
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS

This project is proposed to be constructed in conjunction with a proposed FAUS Project to widen E. 30th Avenue and Amazon Parkway. This project as well as the Amazon Parkway Project will be covered by the appropriate environmental impact and 4(f) statements. There will be no housing relocation required.


PROPOSED TOPICS PROJECT
EUGENE
N

1277

RECEIVED
DEC 14 1972
FOR FILE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 13, 1972

Mr. Donald P. Allen
Director of Public Works Eng
City Hall
Eugene, Oregon 97401 [illegible]

Dear Mr. Allen:

Enclosed are four copies each of two separate agreements. One agreement is an Urban System agreement for the widening of Amazon Parkway-30th Avenue. The other is a TOPICS agreement for the widening of Hilyard Street. It is planned to let these two projects under one contract.

Please review the two agreements, and if satisfactory, have them presented to your City Council for consideration. If approved, have the Council adopt a resolution authorizing the Mayor and Recorder to sign the two agreements, then forward three copies each of the signed agreements and six copies of the resolution to this office. Retain the extra copy of each agreement for your information. After certification by the Highway Commission Secretary, a fully executed copy of each agreement will be returned for your records.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Richard Unrein

for
H. S. Cox
County and City Engineer

RU:ljt
Encl. (8)

bc: R. L. Schroeder
J. H. Versteeg, w/att.

NOTED
R. L. SCHROEDER

RECEIVED
DEC 13 1972
Office of
Assistant State Highway Engineer

9289

7 L.

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section E. 28th Ave.E.36th Ave. (Eugene)

Date December 7 1972

Highway (Topics) Hilyard Street

Authorization No. 1

County Lane #20

Survey Prefix 20-0608 (Assigned by Salem office)

Description of termini, route, length, etc.: The project is on Hilyard St. beginning at 28th Ave. and ending at 36th Ave. The total length of the project is 2,800 feet.

RECEIVED
COUNTY & CITY SECTION
FEB 21 1973
☐ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Purpose of survey: To prepare plans, specifications and estimates for widening of Hilyard St. to provide additional traffic lanes, turn refuges and replace sidewalks with bike paths.

Estimate of cost:

Field	(901)	5,500	(City Forces)
Plans	(905)	500	
Soils	(910)XXXX	600	
Utility	(914)	200	
Specifications	(921)	200	
Planning	(922)	500	

INSTRUCTIONS

Sumbit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 7,500

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Request made by:

Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval: Victor D. Wolfe

Construction Engineer

Approved:

State Highway Engineer

PROGRAM & PLAN. DIV.
P. E. APPR. 2-16-73 BEN GIFFORD
FED. - AID TOPICS STATE

State Printing 83935

RECEIVED
DEC 4 1972
FOR FILING

FORM E-30 (REV. 10-66)

Const.
Fed. Aid
Urban Sys.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 24, 1972

SUBJECT: Urban System Agreement Draft
29th Avenue-Alder Street Section
FAU 5104
City of Eugene

Eugene
Sp.

To: E. S. Hunter
Assistant State Highway Engineer
SALEM

As per your note of November 10, 1972, on the attached letter from Richard Unrein to R. L. Schroeder, we have reviewed the accompanying draft of an agreement between the State and the City of Eugene, on the subject project.

We concur with the major portion of the agreement with the possible exception of Section II (Utility Relocations). Our Regional Utilities Engineer, Martin Havig has discussed this with T. W. Litchfield and asked him to comment on the composition of this section. Havig's reluctance is based on the fact that it is possible for a City to have an agreement with a utility which would require the City to pay for the adjustment of the said utility.

In addition, it has been the policy on TOPIC'S projects to date, to have the City cause the adjustment of all utilities, of every kind and nature, at no cost to the State.

J. H. VERSTEEG
Region Engineer

John E. Holcomb
By JOHN E. HOLCOMB
Region Office Manager

JEH/jw

Sent to County-City for appropriate action. 12-1-72

NOTED
E. S. HUNTER

RECEIVED
NOV 29 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9351

RECEIVED
NOV 9 1972
FOR FILING

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

Const
Fed. Aid
Urban System
Eugene
SP.

November 3, 1972

Mr. L. H. Young
Programming Engineer
Highway Division
Highway Building
Salem, Oregon 97310

Re: 29th St.-Alder St. (Eugene)
Sec. Amazon Parkway-30th Ave.
PNRS #7211 2 010

Dear Mr. Young:

This is to acknowledge receipt of your Notice of Intent to file for Federal funds.

We have considered your proposal and concluded that it is essentially of limited local impact and presents no conflicts with existing state plans.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95.

Sincerely,

Cleighton Penwell

November 10, 1972

cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
William Anhorn
J. H. Versteeg

CP:ml

NOTED
E. S. HUNTER

RECEIVED
NOV 10 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 9 1972
PROGRAMING SECTION

Ben

BEN GIFFORD

9289

L

RECEIVED
NOV 1 - 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Const.
Fed. Aid
Urban Sys.
Eugene
Sp.

DATE November 1, 1972

TO Executive Department
Federal Aid Coordination Unit
240 Cottage Street, S. E.
Salem, Oregon 97310

Lane Council of Governments
135 - 6th Ave. East
Eugene, Oregon 97401

FROM L. H. Young
L. H. Young
Programing Engineer

SUBJECT Notice of Intent

In accord with Executive Memorandum 02-270-20, attached are copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 5

FAUS Funds

29th St.-Alder St. (Eugene) Sec.
Amazon Parkway-30th Ave.
Lane County

In order that the dates of contract letting may be met, your prompt attention to this proposal will be appreciated. The estimated date of filing for federal-aid funds on this project is December 11, 1972.

Attachment

BLG:bb

cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
William Anhorn
J. H. Versteeg

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02 12] **APPLICANT** State Highway Division [45 | 46] **DIVISION** Dept. of Transportation [79

03 12] **APPLICANT ADDRESS STREET** State Highway Building [45 | 46] **CITY** Salem [60 | 76] **ZIP** 97310 [80

04 12] **CONTACT PERSON** L. H. Young [45 | 46] **AREA CODE** 503 [48 | 49] **PHONE** 378 [55 | 56] **EXTENSION** 6563 [59

01 12] **PROJECT TITLE** 29th St.-Alder St. (Eugene) FAUS 5104 District 5 [71

11 12] **PROJECT LOCATION** Amazon Parkway-30th Ave. **CITY** Eugene [45 | 46] **PROJECT LOCATION COUNTY** Lane [79

12] **SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY)**

05 12] This project entails all the necessary work and costs to widen Amazon Parkway and [71

06 12] 30th Avenue between 29th Avenue and Alder Street from a two-lane facility to a [71

07 12] four-lane facility. Separate lanes will be provided for heavy turn movements. [71

08 12] (SEE REMARKS) [71

09 12] [71

10 12]

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
141,000	-	47,000	47,000	-	235,000

13 12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45 | 46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79

14 12] **FEDERAL PROGRAM TITLE** Title 23 U.S.C. Highways [71

15 12] **FEDERAL AGENCY NAME** Department of Transportation [45 | 46] **FEDERAL SUB-AGENCY NAME** Federal Highway Admin. [79

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes ☒ 29 No ☐ 30 | REGIONAL Yes ☐ 31 No ☐ 32 | LOCAL Yes ☐ 33 No ☐ 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95 Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT Yes ☒ 37 No ☐ 38

(F) HOUSING RELOCATION REQUIRED Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH 12 [42 | 43] DAY 11 [44 | 45] YEAR 1972 [46

ADDITIONAL INFORMATION — ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: 11-1-72

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: 11-1-72

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway, City of Eugene

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-aid Urban Systems Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 4
(b) State Representative District(s) Number(s) 39-42
(c) State Senatorial District(s) Number(s) 20

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

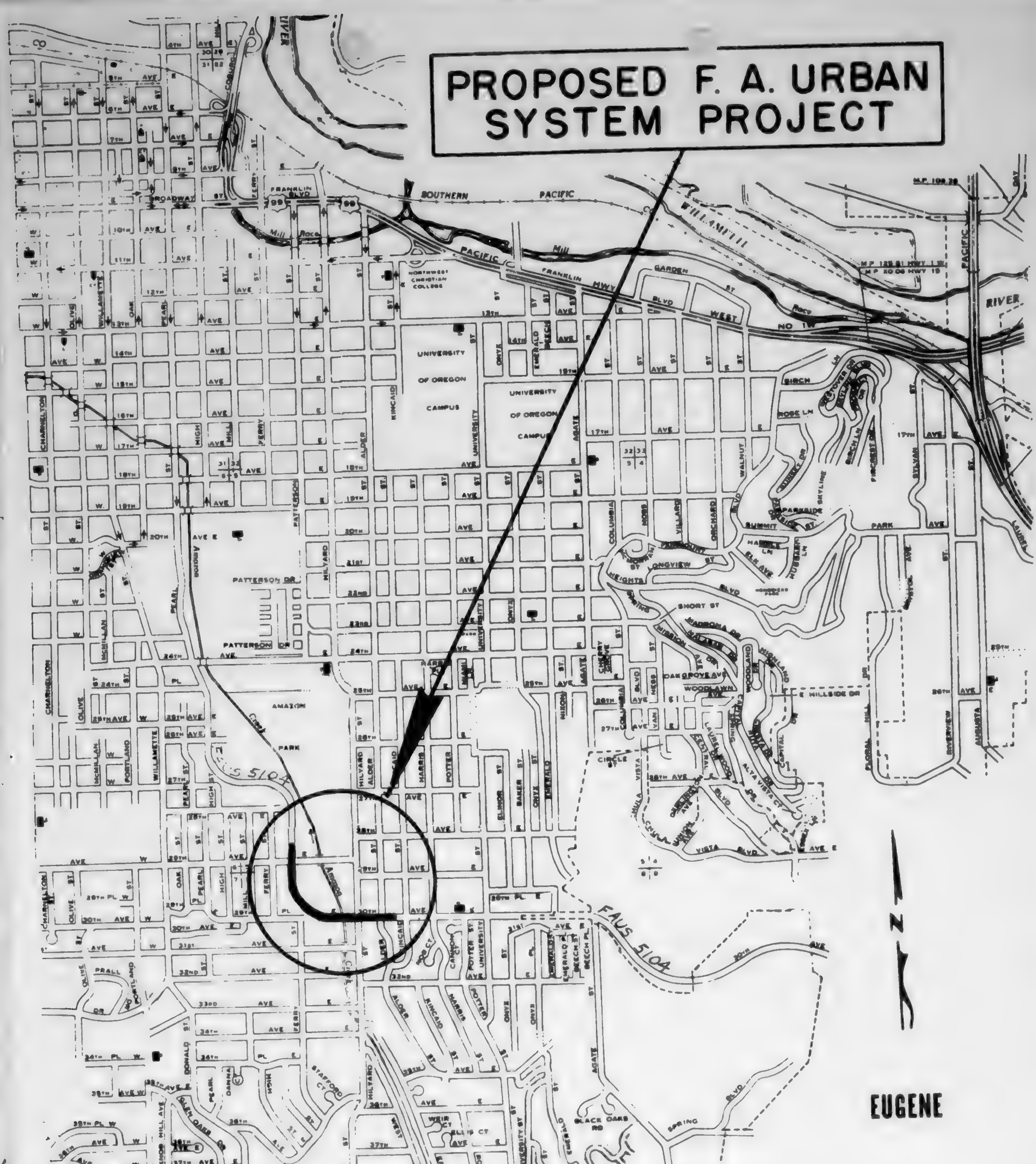
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS

Perform all necessary engineering (preliminary and construction).
Provide 76-foot curb-to-curb street section.
Widen structure over Amazon Creek.
Provide sidewalk/bikeways.
Revised existing traffic signals.
Public hearing required.
A draft and final environmental impact statement will be submitted. There will be no housing relocation required.



PROPOSED F. A. URBAN SYSTEM PROJECT

EUGENE
FAUS 5104
UNIVERSITY OF OREGON CAMPUS
AMAZON PARK
SOUTHERN PACIFIC
FRANKLIN BLVD
WILLAMETTE RIVER
PACIFIC HWY WEST NO 1W
NORTHWEST CHRISTIAN COLLEGE
PATTERSON DR
SPRING BLVD
SHASTA LOOP
N

4259

2

RECEIVED
DEC 1[illegible] 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Topics

DATE October 20, 1972

TO Oregon State Highway Commission

Eugene

FROM Tom Edwards ORIGINAL SIGNED TOM EDWARDS
State Highway Engineer

AGENDA

4M

SUBJECT **Proposed TOPICS Projects**
Cities of Dallas and Eugene

Presented for your consideration at the October 31 meeting will be requests from the cities of Dallas and Eugene for approval of TOPICS projects.

The Dallas project consists of changing diagonal parking to parallel parking along three blocks of Main Street (Kings Valley Highway). The lost parking will be replaced by two off-street parking lots and Main Street will be restriped to add an additional traffic lane. TOPICS funds are estimated at $30,000 of which $6,000 will be the cost to the State.

The Eugene project covers widening of approximately 2,800 feet of Hilyard Avenue to provide additional traffic lanes and turn refuges. Sidewalks/bike paths will be replaced throughout the project. TOPICS funds are estimated at $115,000, of which $23,000 will be the cost to the State.

It is proposed that this project be constructed in conjunction with a proposed FAUS project to widen East 30th Avenue and Amazon Parkway.

These projects have been investigated and are eligible for funding under the Federal Aid TOPICS Program.

I recommend your approval and request authority for the Secretary to sign project agreements for and on your behalf.

bc:
C. W. Head
G. M. Baldwin
F. B. Klaboe
R. L. Schroeder
L. H. Young
L. E. George
V. E. Skoog
H. S. Cox
D. H. Moehring
Victor Wolfe
J. H. Versteeg
J. B. Boyd
Gary Ross
Gary Sund

RB:ljt dps

NOTED
C. W. HEAD

CITY OF EUGENE
Proposed TOPICS Project

E. 28th Avenue-E. 36th Avenue (Eugene) Section, Hilyard Street, (FAS 223)

Grading, paving, and sidewalks, $115,000.

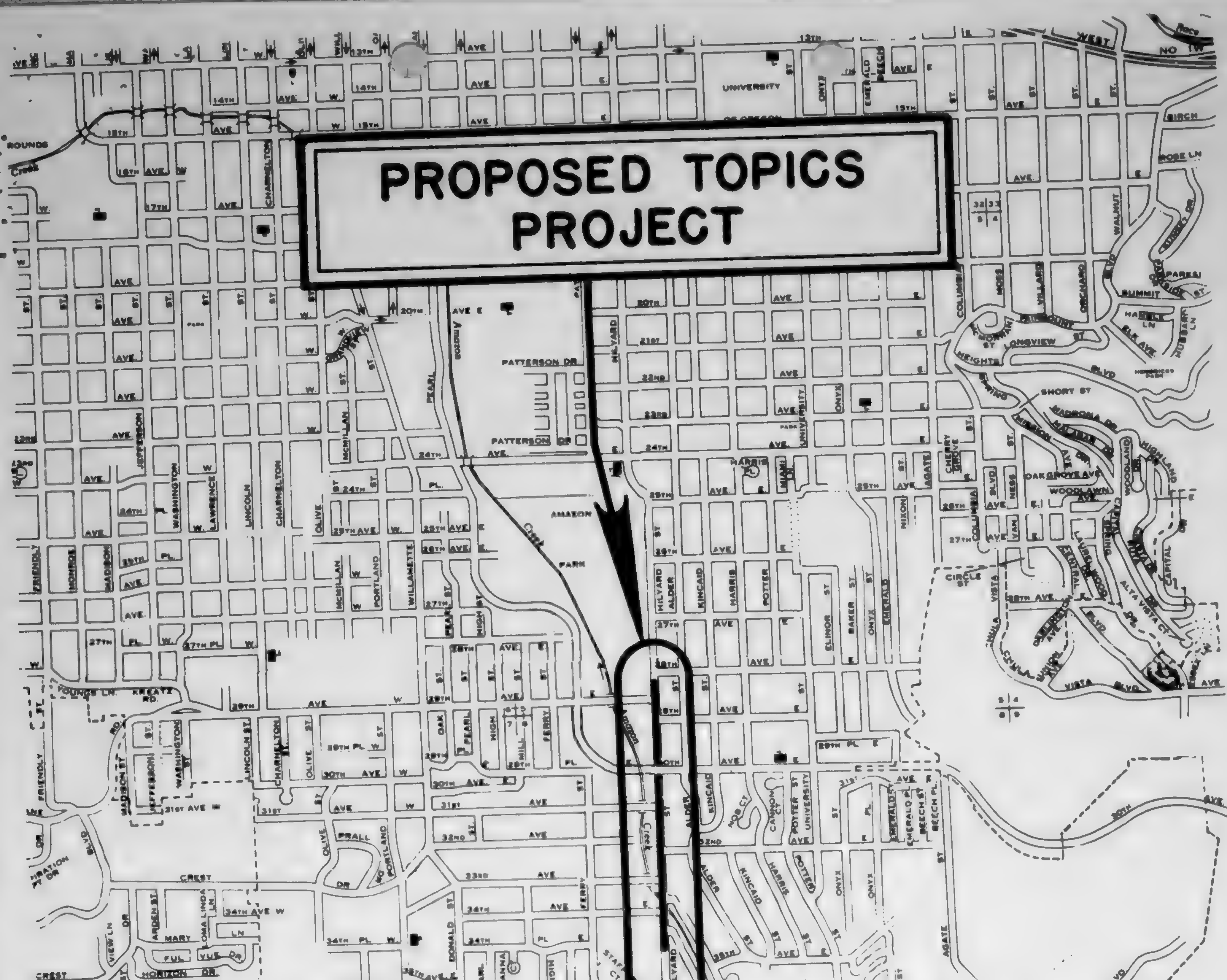
Widen Hilyard Street for approximately 2,800 feet to provide additional traffic lanes and turn refuges.

Replace sidewalks/bike paths.

A public hearing will be required.

NOTE: This project is proposed to be constructed in conjunction with a proposed FAUS project to widen E. 30th Avenue and Amazon Parkway.

72-e
10/17/72



PROPOSED TOPICS PROJECT

EUGENE

N
University of Oregon
Patterson Dr
Hilyard
Alder
Kincaid
Harris
Potter
Emerald
Onyx
University
Amazon
Amazon Creek
Park
Pearl
Oak
High
Mill
Ferry
Donald
Willamette
Portland
Olive
Charnelton
Lincoln
Washington
Jefferson
Madison
Monroe
Friendly
Crest Dr
Fox Hollow Rd
Spencer
Agate
Columbia
Fairmount Blvd
Alta Vista Ct
Vista Blvd
24th Ave
27th Ave
29th Ave
30th Ave
31st Ave
32nd Ave
33rd Ave
34th Ave
35th Ave
38th Ave
39th Ave
40th Ave
43rd Ave
47th Ave E
Larch Ave
Snell Ave
Sprague Ave
Hillside
Ringswood
Coachman
Southridge

259

RECEIVED
OCT 20 1972
FOR FILING

Const.
Fed. Aid
Urban Sys
Eugene

DATE October 19, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Urban System Project Request
City of Eugene

On the agenda for the October 31 meeting will be a request from the City of Eugene for a project to be funded under the Federal Aid Urban System program.

The request is for a project to widen Amazon Parkway and 30th Avenue from a two-lane facility to a four-lane facility.

Urban System funds for this project are estimated at $235,000, with the State and City each paying approximately $47,000 of the cost.

This project has been investigated and is eligible for funding under Federal Aid Urban System program. It has also been approved by the Lane Council of Governments. I recommend your approval of the project and request authority for the Secretary to sign project agreements for and on your behalf.

bc:
C. W. Head
G. M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. H. Young
V. E. Skoog
D. H. Moehring
F. L. Hall
Victor Wolfe
L. E. George
H. S. Cox
R. E. Royer
J. H. Versteeg
Gary Ross
Gary Sund

RV:ljt dps

9289

TOPS
L,

LANE COUNCIL OF GOVERNMENTS

SERVING CITIZENS OF LANE COUNTY FOR MORE THAN A QUARTER OF A CENTURY

MEMBER AGENCIES

City of Cottage Grove
Dunes City
City of Eugene
Eugene Water & Electric Board
City of Florence
Junction City
Lane Community College
Lane County
Lane Intermediate Education Dist.
City of Lowell
North Lane Soil & Water Cons. Dist.
City of Oakridge
Port of Siuslaw
River Road Park & Rec. Dist.
School District 52 (Bethel)
School District 4J (Eugene)
School District 32 (Mapleton)
School District 97J (Siuslaw)
School District 19 (Springfield)
Siuslaw Soil & Water Cons. Dist.
City of Springfield
Springfield Utility Board
Upper Willamette Soil & Water Cons. Dist.
Willamalane Park & Rec. Dist.

CITIZENS' ADVISORY COMMITTEES

Arts
Comprehensive Health Planning
Coordinating Committee
Criminal Justice Planning
Economic Development
Educational Planning
Housing
Manpower
Metropolitan Study Commission
Natural Resources
Social Services
Transportation Planning

135 SIXTH AVENUE EAST
EUGENE, OREGON 97401
(503) 342-1757

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OCT 3 - 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
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10-3-72
~~September 29, 1972~~

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention Robert Royer

Dear Mr. Baldwin:

On September 28, 1972 the Lane Council of Governments policy body, meeting in regular session, adopted the attached staff recommendations relative to the two Eugene projects listed. I trust this will be sufficient to enable the City of Eugene to proceed with these programs.

Cordially yours,

Larry

Larry Rice
Executive Director

845-m
Attachment
cc-Hugh McKinley, Eugene City Manager
-Al Williams, Eugene Traffic Engineer

RECEIVED
OCT 2 - 1972
PLANNING SECTION

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OCT 2 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

11:15 AM
10-3-72

Called Howard Buford & he reiterated that the attached correspondence OK's Eugene's Urban System Request on 30th & Amazon Parkway and places Eugene's Hilyard TOPICS project ahead of Lane Co's 11th & Beltline Rd. TOPICS project & Springfield's 14th St E to G Topics project in their Urban Area Priority Listing of TOPICS Projects.

A - 95 REVIEW Agenda Item VIII D

City of Eugene Request for State and Federal Approval of Two Highway Programs Projects:

A. Widening of Hilyard Street from 240 feet North of 29th Avenue to 240 feet South of Amazon Parkway West (except for the intersection of 30th and Hilyard). This project is partially funded from the Federal Highway Administration "TOPICS" program.

B. Widening and changes in signalization of Amazon Parkway from 500 feet North of 29th Avenue to Hilyard Street, and widening of 30th Avenue from Hilyard Street to 200 feet East of Alder Street. This project is partially funded from the Federal Highway Administration's newly created Federal Aid Urban System.

These two projects, classified by the Federal Highway Administration in different federal aid funding categories, are both necessary to aid in solving the problem of traffic congestion at the intersection of 30th Avenue and Hilyard.

H

Project "A" (Hilyard Street) under the TOPICS program (Traffic Operations Program to Increase Capacity and Safety) was approved by L-COG on October 20, 1971, in the document "Traffic Safety Program, Eugene-Springfield Urban Area."

Project "B" (Amazon Parkway and 30th Avenue) was given approval by L-COG when it gave approval to the E-SATS plan as an interim plan on August 25, 1970.

On the basis of L-COG approval of the "TOPICS" plan and the E-SATS plan, the Eugene City Council approved the reconstruction of the intersection of 30th and Hilyard and the four approaches leading to the intersection. The Oregon State Highway Division, in the process of reviewing the applications, noted that the Hilyard Street portion of the project (under TOPICS Funding) has a 9th place priority standing for the local government program in the metropolitan area, and a 3rd place standing for the City of Eugene. The State also noted that the 30th Avenue-Amazon Parkway portion of the project (Federal Aid Urban System--a new federal funding program) does not have a priority rating under E-SATS. Therefore, the Highway Division is requesting L-COG to review and recommend approval or disapproval of the projects.

The scheduling of the Hilyard Street portion of the project under TOPICS at this time is justified for the following reasons: Three of the top nine local-government regional TOPICS projects have been shifted to state programs, moving the Hilyard Street project to the 6th priority position. The county's River Road-Hunsaker-Irving program for signal modification, channelization and pedestrian overpass (now moved to 2nd priority) is held up pending the completion of the State's design for River Road, an environmental impact study, and public hearings. Springfield's TOPICS programs, with the approval of the Technical Advisory Committee on March 7, 1972, removed its Mohawk Boulevard overpass lighting program (3rd priority) from the 1971-72 fiscal year to allow more time to restudy the traffic patterns. This program is to be rescheduled for fiscal year 1972-73, along with a signalization program on 14th and E Streets (previously scheduled for 1976-77), if funds are available.

This leaves three Eugene projects in the top six TOPICS programs, with the now-proposed Hilyard Street project at the bottom of the list. The remaining top program, 29th and Willamette signal installation and intersection widening, involves right-of-way acquisition in which TOPICS does not participate--and Eugene does not have the necessary funds. The remaining project of higher priority is the upgrading of traffic control in the Eugene Central business district with a 3-dial computer control system at a cost of $250,000. Although this is highly desirable, the overall benefit to be derived from the 30th Avenue and Hilyard Street project is considered to be greater at the present time.

The lack of a priority rating on the 30th Avenue-Amazon Parkway simply means that the facility did not fall within the top ten projects of the E-SATS program. No priority ratings have been assigned to the remaining 40 projects. Half of the E-SATS priority projects are State programs; one, Skinner Butte Freeway, is not assigned; the Northwest Expressway is a county road which is about 65% completed; and three projects in the second half of the priority program belong to Eugene. One of these three, Hilyard Street from 30th Avenue to Amazon Boulevard, is a part of the TOPICS Program now being requested. And the remaining two, Amazon Parkway West and Amazon Parkway South to Willamette Street (both classified as Federal Aid Urban Systems) are wholly out of reach for the city of Eugene under current funding programs. Furthermore, the funds now sought by Eugene are available only for the construction of highways classified under the Federal Aid Urban System (FAU).

FAU funds available to the Eugene-Springfield area are very limited for fiscal year 1972-73. The only projects that are eligible are: Amazon Parkway West, Northwest Expressway, Springfield's 2nd-3rd Streets couplet, Amazon Parkway-30th Avenue, Amazon Parkway Connection to 33rd and Willamette, and Washington-Jefferson Streets extension South from 7th Street.

Your Transportation Advisory Committee, after reviewing Eugene's project for the improvement of the Hilyard Street and 30th Avenue-Amazon Parkway projects, recommended that it be approved for 1972-73 funding.

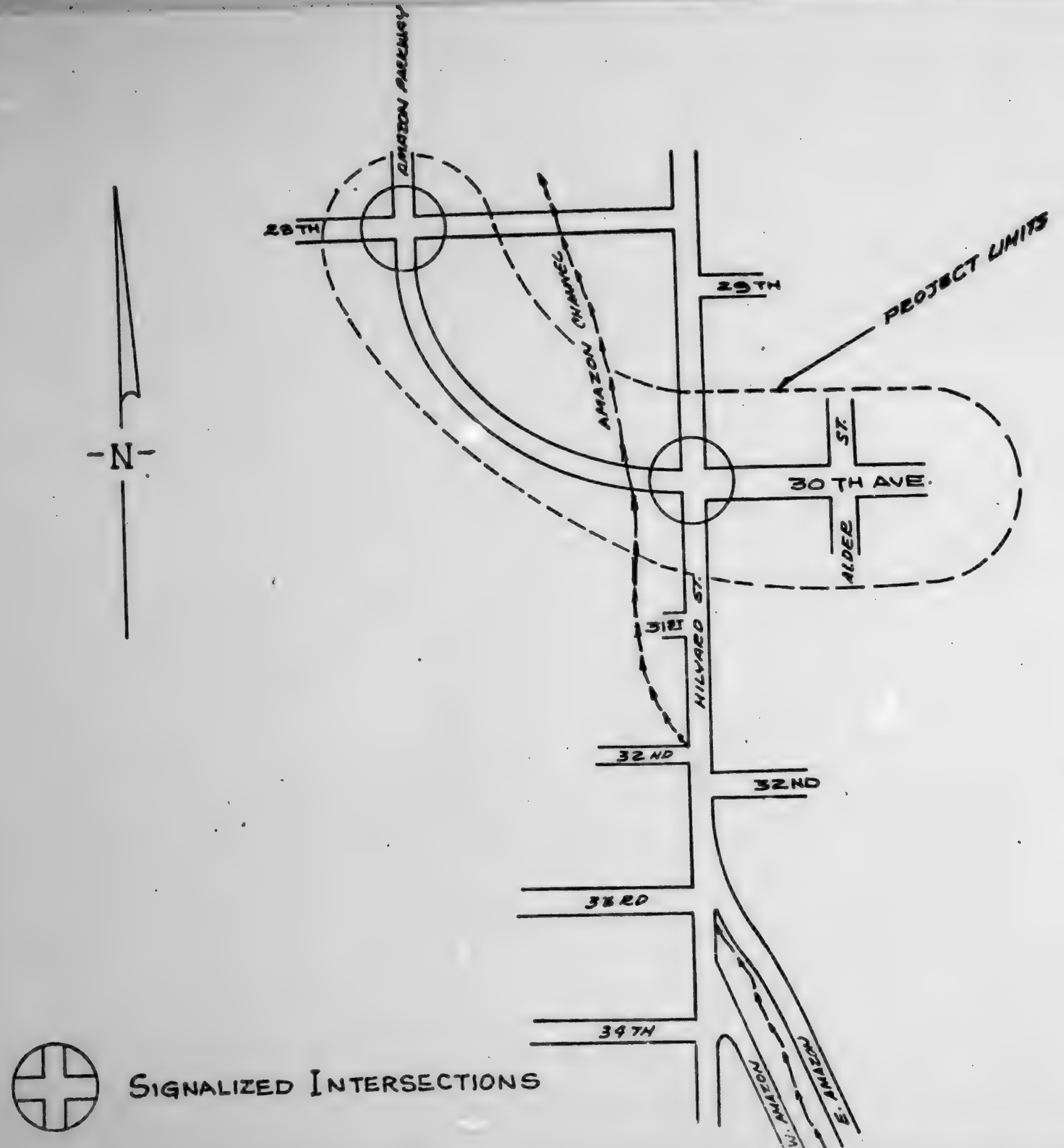
The project is now in the hands of the State Highway Division. It was filed as early as possible to guard against loss of funding--the deadline date being July 1, 1972. Processing will be delayed pending L-COG's approval or disapproval of the priority shift and the acceptance of the scheduling of the 30th Avenue-Amazon Parkway Federal Aid Urban Systems project.

Early action by L-COG is desirable.

Respectfully submitted,

Howard W. Buford,
Transportation Coordinator

9/28/72


AMAZON PARKWAY
28TH
29TH
AMAZON CHANNEL
PROJECT LIMITS
ST.
30 TH AVE.
ALDER
-N-
31ST
HILYARD ST.
32ND
32ND
33RD
34TH
W. AMAZON
E. AMAZON
SIGNALIZED INTERSECTIONS

PROJECT LIMITS MAP
ENCL 1

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SEP 5 - 1972
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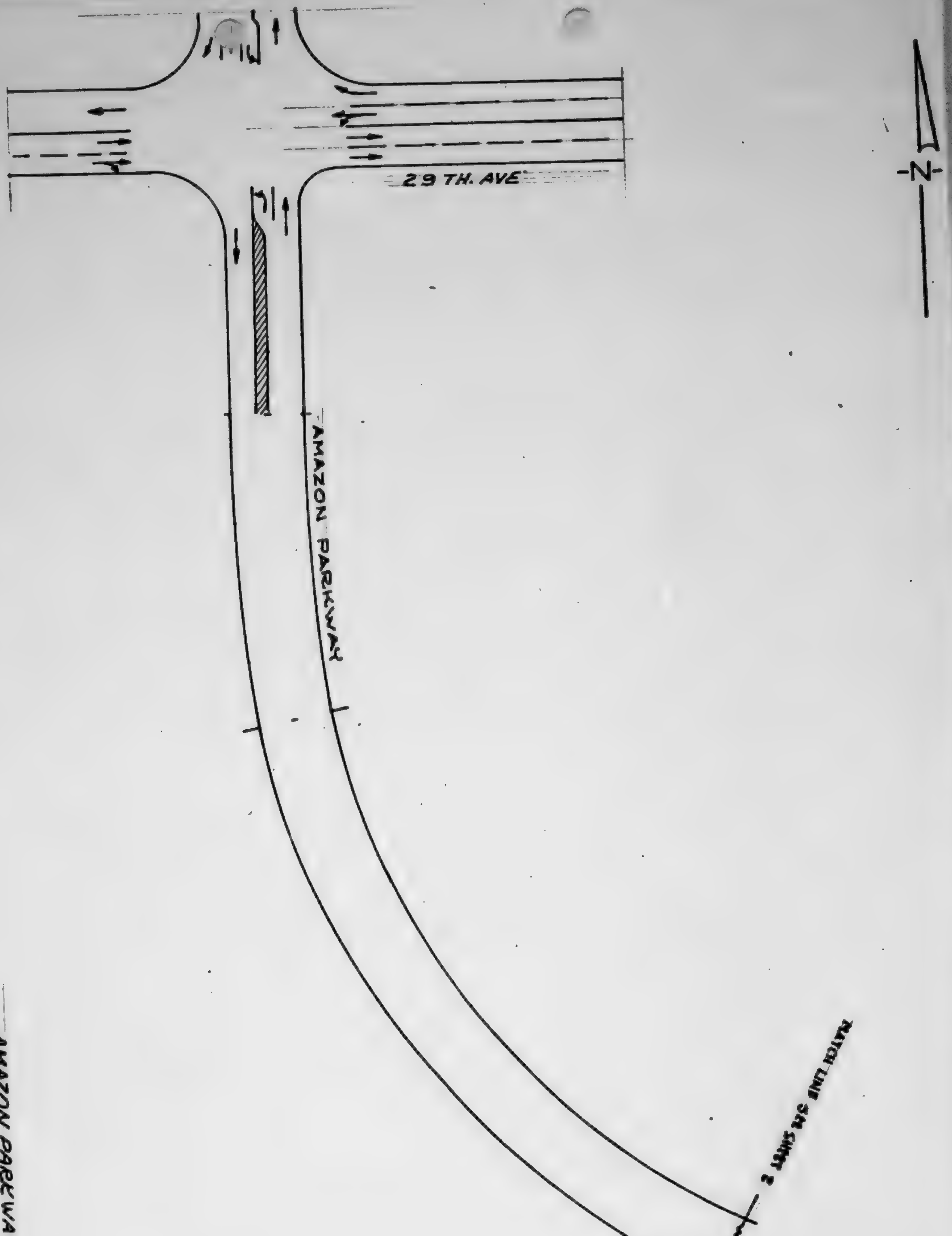
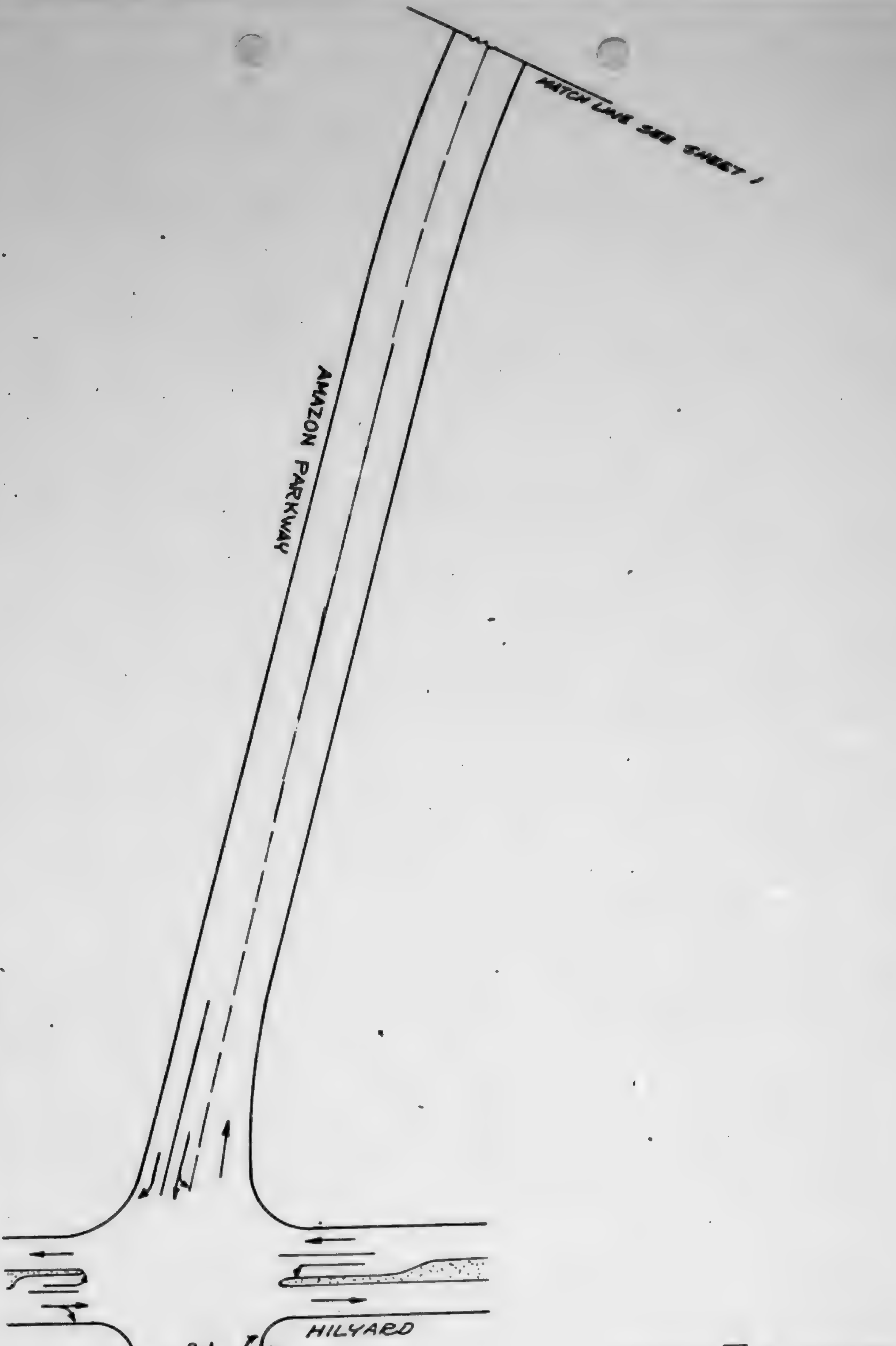
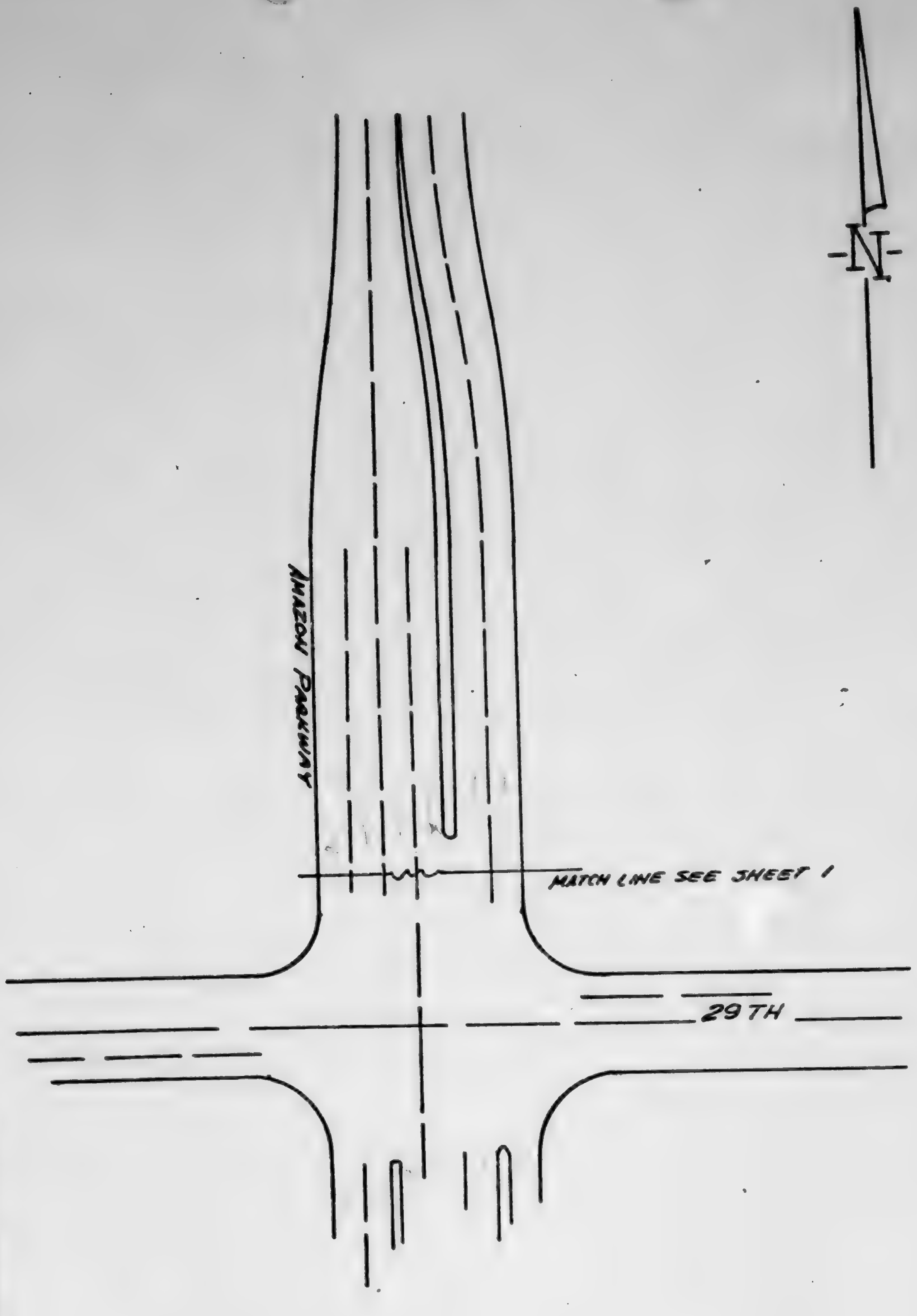
☐ UPE ☐ CE ☐ RE ☐ RPE ☐


29 TH. AVE
AMAZON PARKWAY
N
MATCH LINE SEE SHEET 2

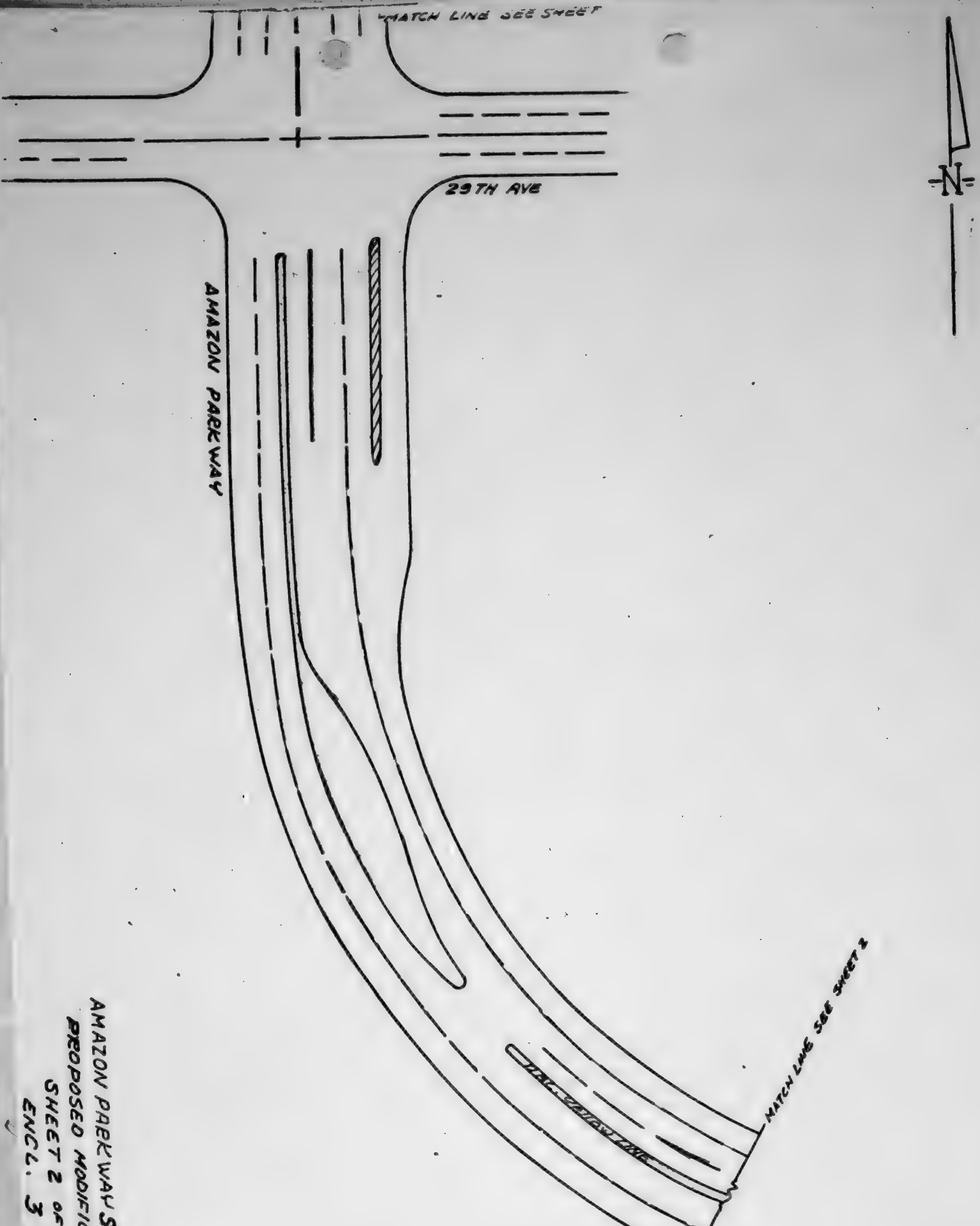
AMAZON PARKWAY S./E. OF 29TH
EXISTING CONDITIONS
SHEET 1 OF 2
ENCL. 2


MATCH LINE SEE SHEET 1
AMAZON PARKWAY
HILYARD
30TH
N

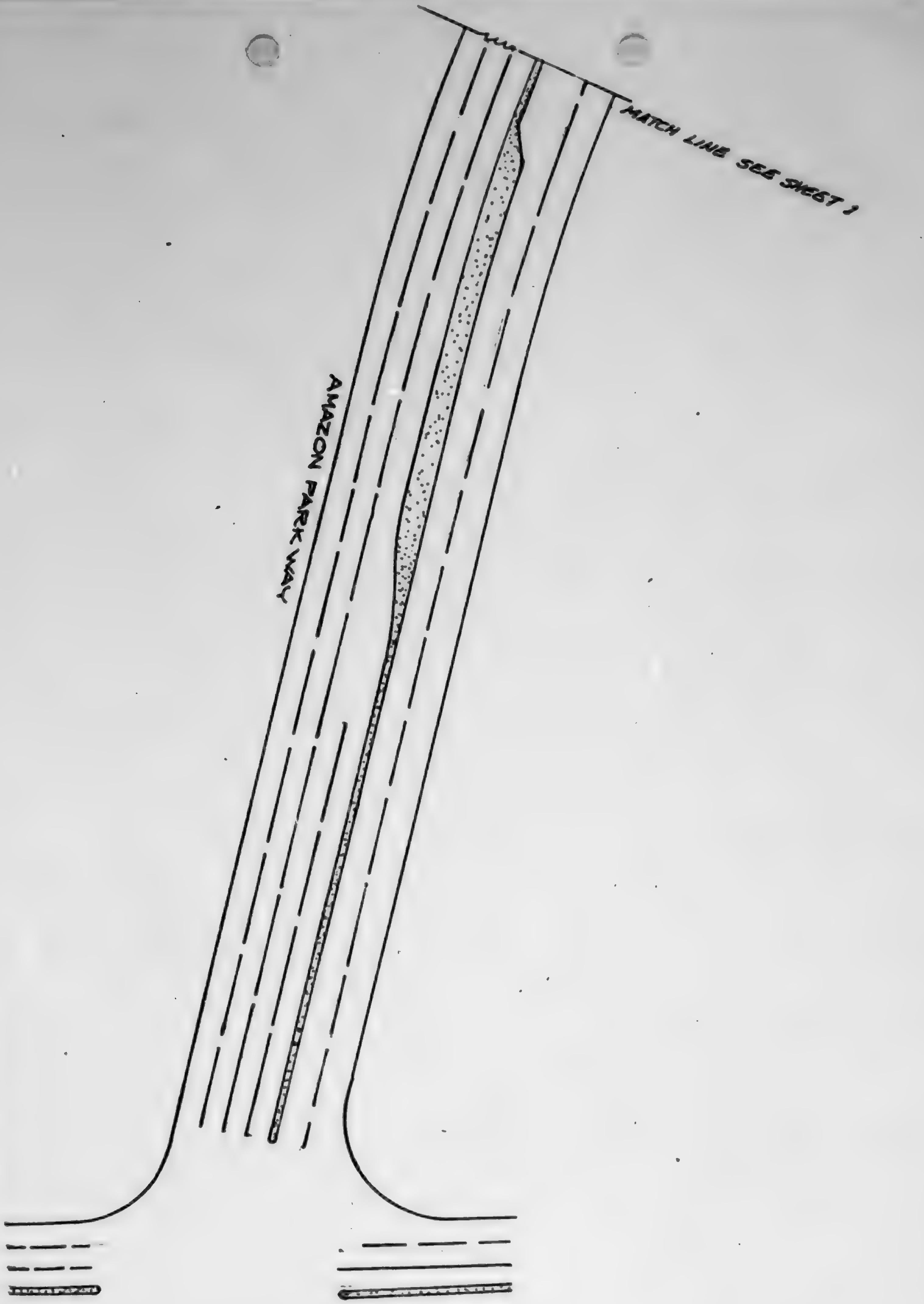
AMAZON PARKWAY N/W OF HILYARD
EXISTING CONDITIONS
SHEET 2 OF 2
ENCL. 2


N
AMAZON PARKWAY
MATCH LINE SEE SHEET 1
29TH

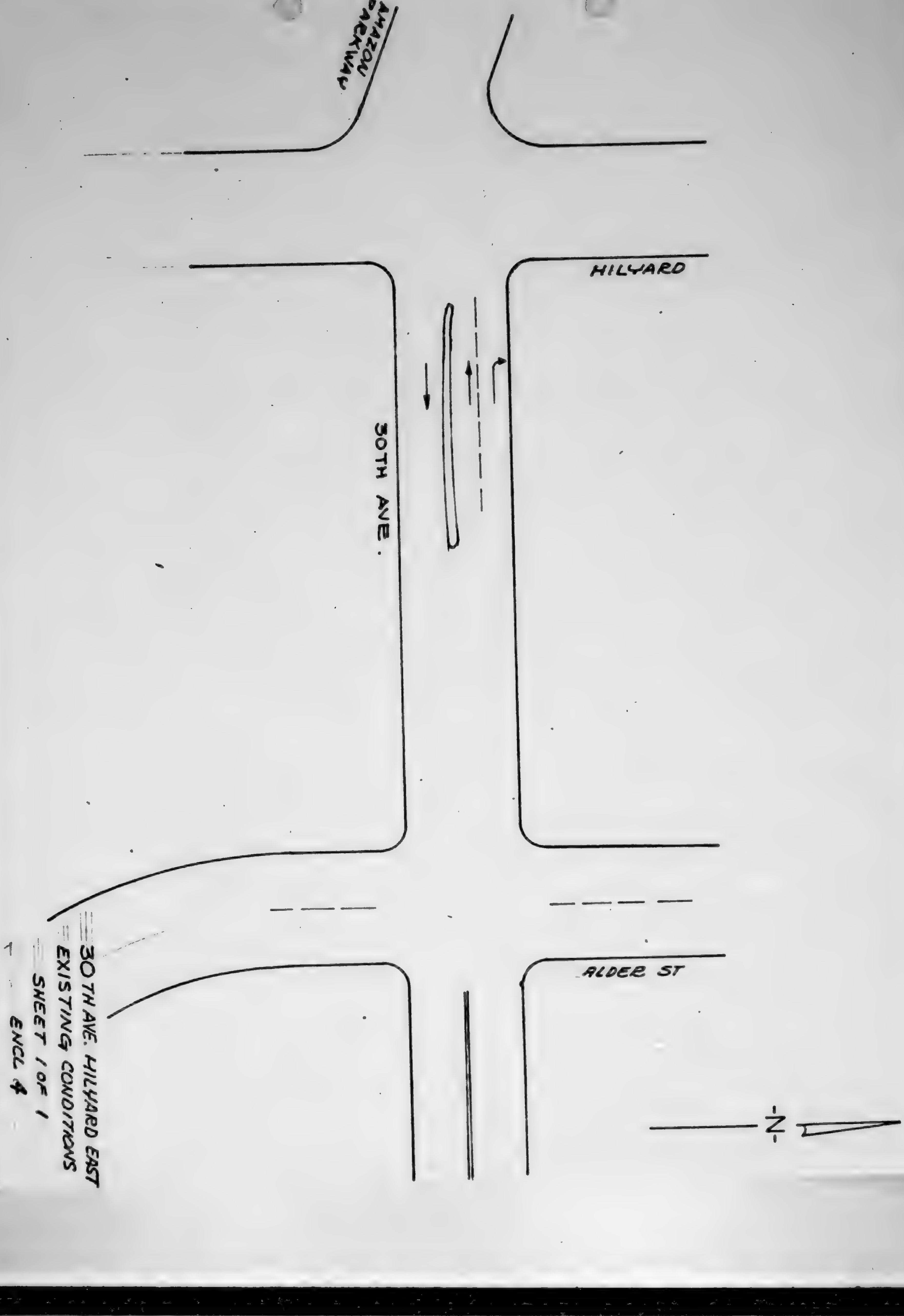
AMAZON PARKWAY NW OF 29 TH
PROPOSED MODIFICATIONS
SHEET 1 of 3
ENCL 3


MATCH LINE SEE SHEET
29TH AVE
AMAZON PARKWAY
N
MATCH LINE SEE SHEET 2

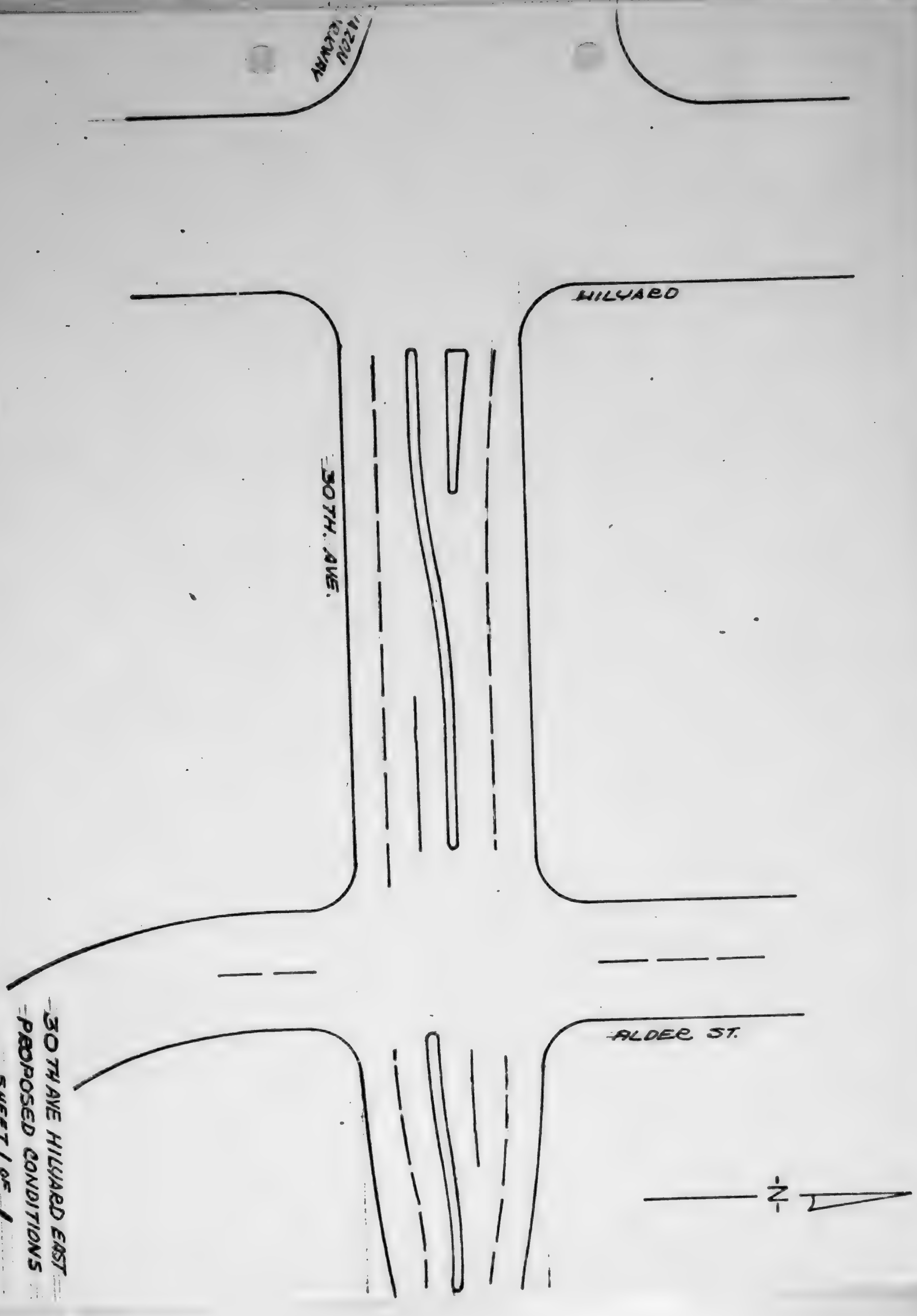
AMAZON PARKWAY S E of 29th
PROPOSED MODIFICATIONS
SHEET 2 of 3
ENCL. 3


MATCH LINE SEE SHEET 1
AMAZON PARKWAY
HILYARD
30TH
N

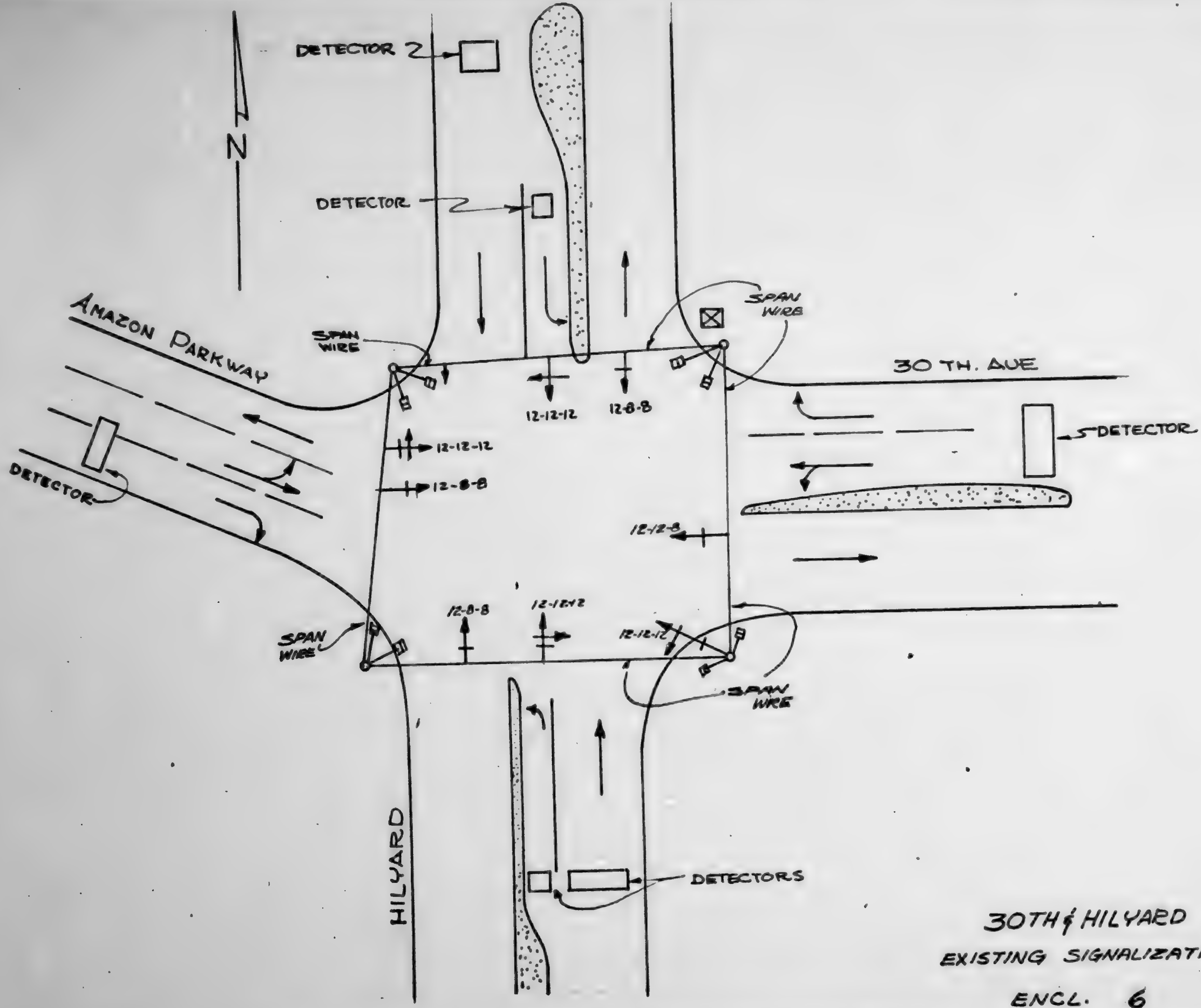
AMAZON PARKWAY N/W OF HILYARD
PROPOSED MODIFICATIONS
SHEET 3 OF 3
ENCL. 3


30TH AVE. HILYARD EAST
EXISTING CONDITIONS
SHEET 1 OF 1
ENCL 4

AMAZON PARKWAY
HILYARD
30TH AVE.
ALDER ST
N


IZON
KWAY
HILYARD
30TH. AVE.
ALDER ST.
N

30 TH AVE HILYARD EAST
PROPOSED CONDITIONS
SHEET 1 OF 1
ENCL 5


DETECTOR 2
N
DETECTOR
AMAZON PARKWAY
SPAN WIRE
SPAN WIRE
30 TH. AVE
12-12-12
12-8-8
12-12-12
12-8-8
DETECTOR
DETECTOR
12-12-8
12-8-8
12-12-12
12-12-12
SPAN WIRE
SPAN WIRE
HILYARD
DETECTORS

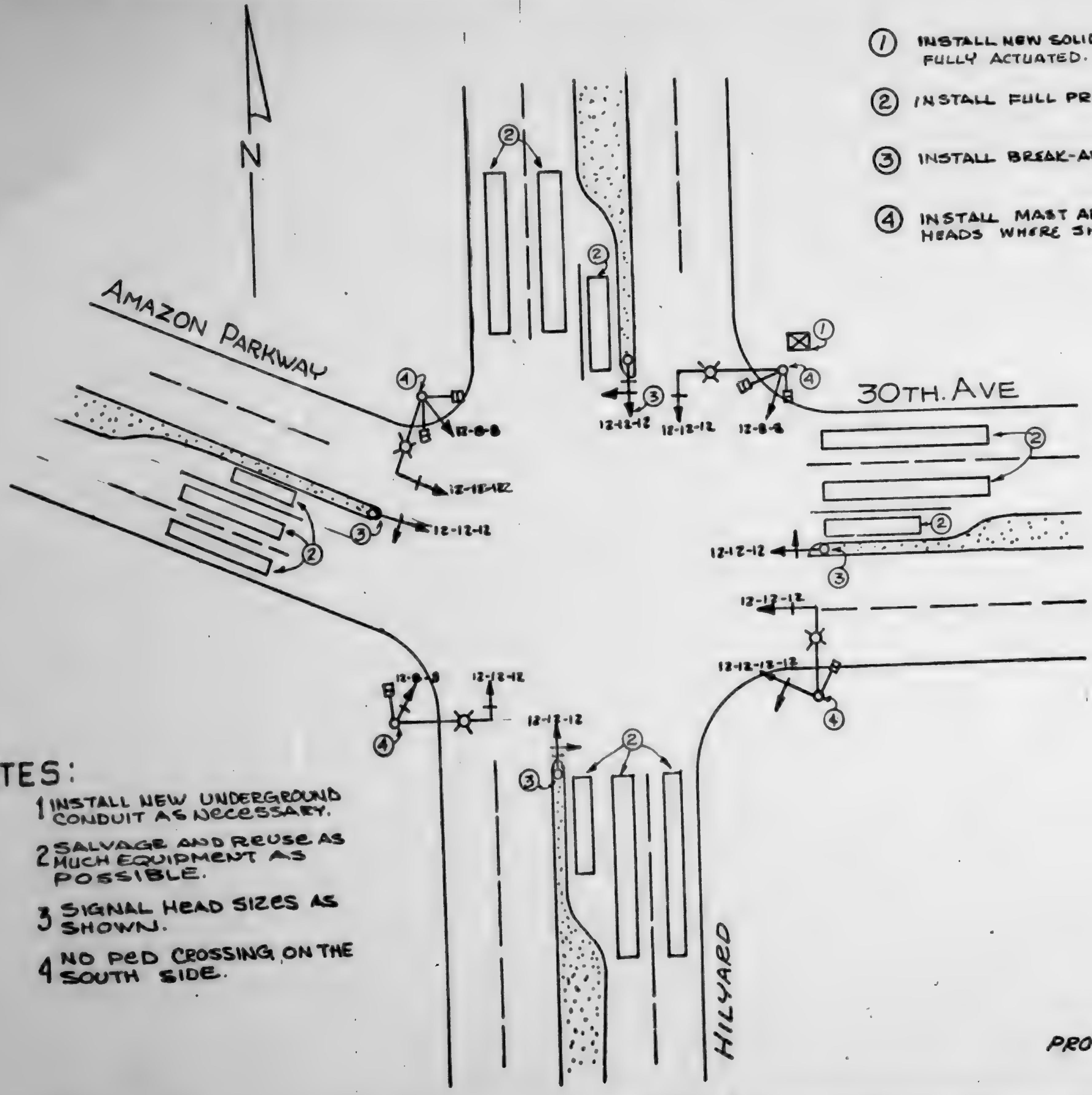
30TH & HILYARD
EXISTING SIGNALIZATION
ENCL. 6

① INSTALL NEW SOLID STATE CONTROLLER, FULLY ACTUATED.

② INSTALL FULL PRESENCE LOOP DETECTORS

③ INSTALL BREAK-AWAY SIGNAL POLES

④ INSTALL MAST ARM POLES WITH PED. HEADS WHERE SHOWN & STREET LIGHTING


N
AMAZON PARKWAY
30TH. AVE
HILYARD
①
②
③
④
12-8-8
12-12-12
12-12-12
12-12-12
12-8-8
12-12-12
12-12-12
12-12-12-12
12-8-8
12-12-12
12-12-12

NOTES:

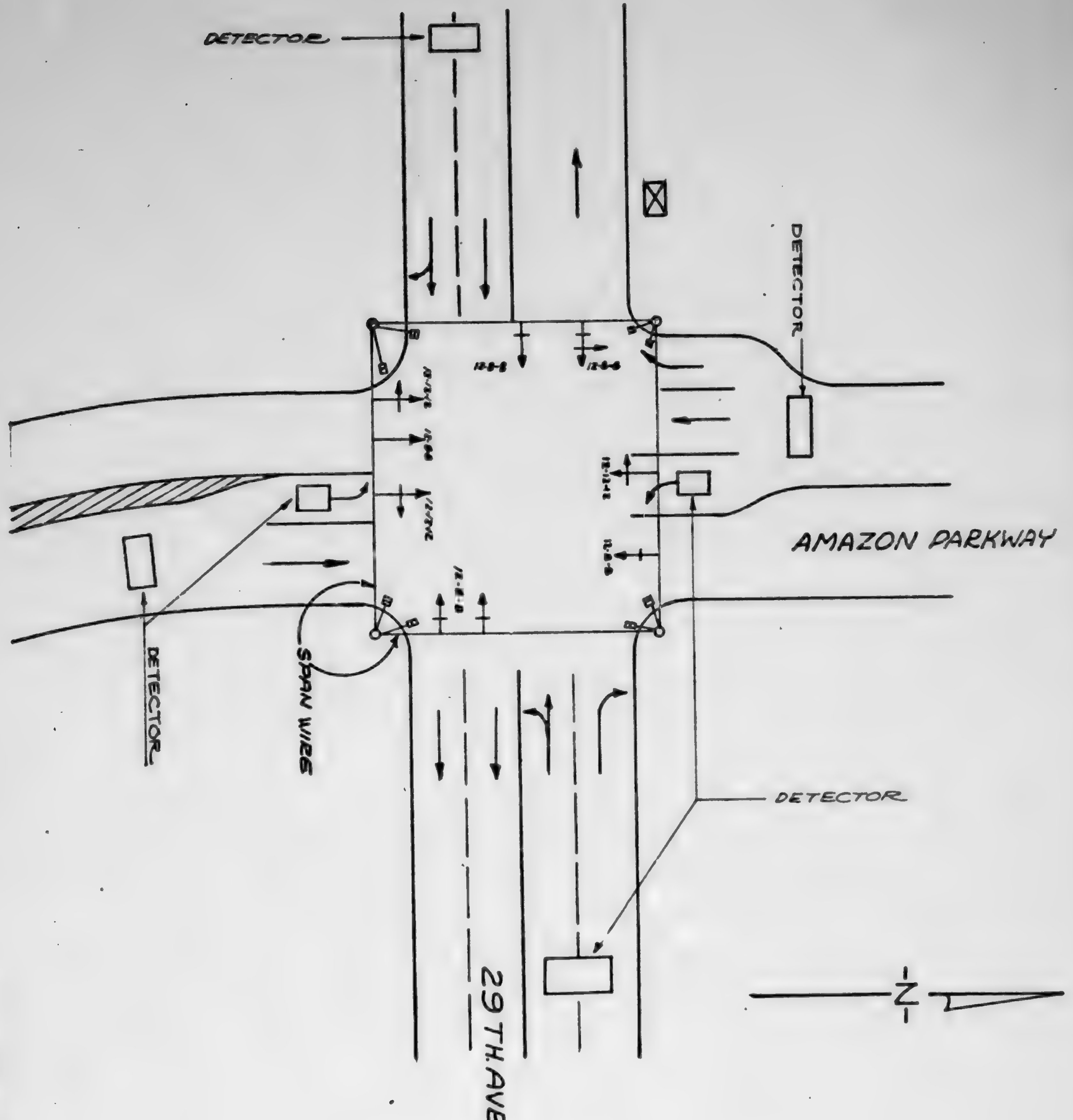
1 INSTALL NEW UNDERGROUND CONDUIT AS NECESSARY.

2 SALVAGE AND REUSE AS MUCH EQUIPMENT AS POSSIBLE.

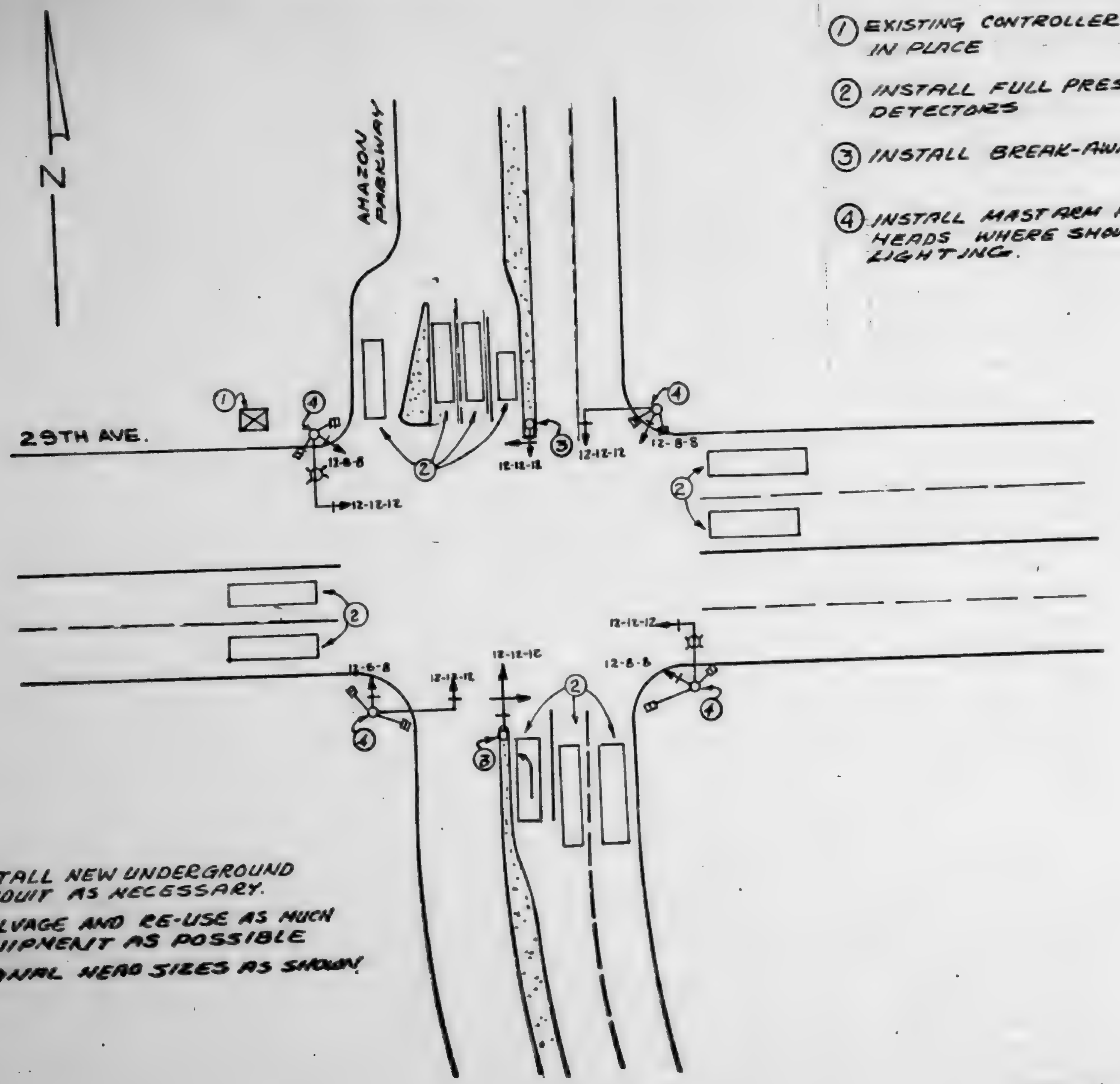
3 SIGNAL HEAD SIZES AS SHOWN.

4 NO PED CROSSING ON THE SOUTH SIDE.

30TH & HILYARD
PROPOSED SIGNALIZED
ENCL 7


DETECTOR
DETECTOR
AMAZON PARKWAY
DETECTOR
SPAN WIRE
DETECTOR
29TH. AVE.
N

29TH & AMAZON PARKWAY
EXISTING SIGNALIZATION
ENCL. 8


N
AMAZON PARKWAY
29TH AVE.
①
②
③
④
12-8-8
12-12-12
12-12-12
12-12-12
12-8-8
12-8-8
12-12-12
12-12-12
12-12-12
12-8-8

① EXISTING CONTROLLER TO REMAIN IN PLACE

② INSTALL FULL PRESENCE LOOP DETECTORS

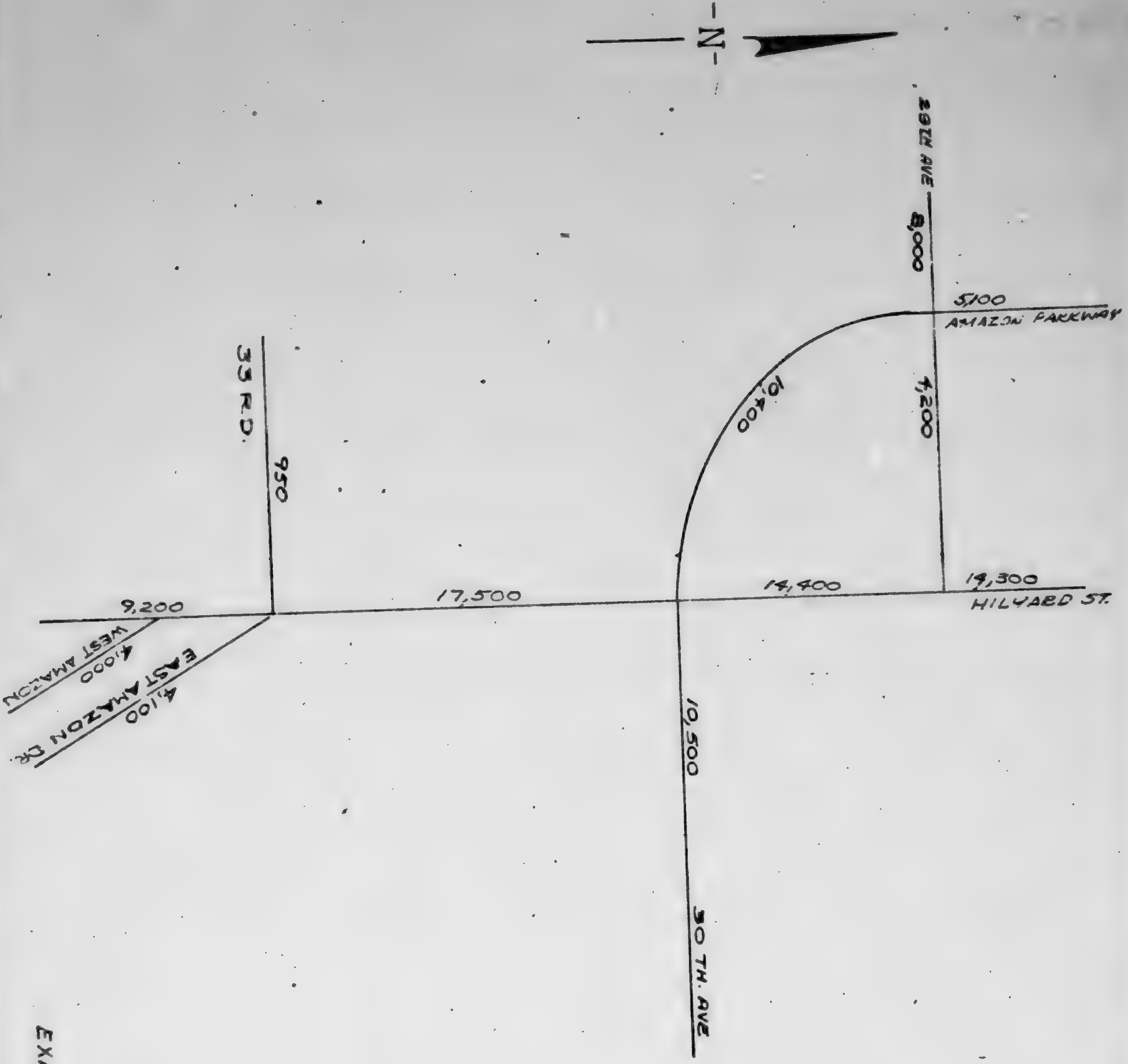
③ INSTALL BREAK-AWAY SIGNAL POLES

④ INSTALL MAST ARM POLES WITH PED. HEADS WHERE SHOWN, AND STREET LIGHTING.

NOTES:

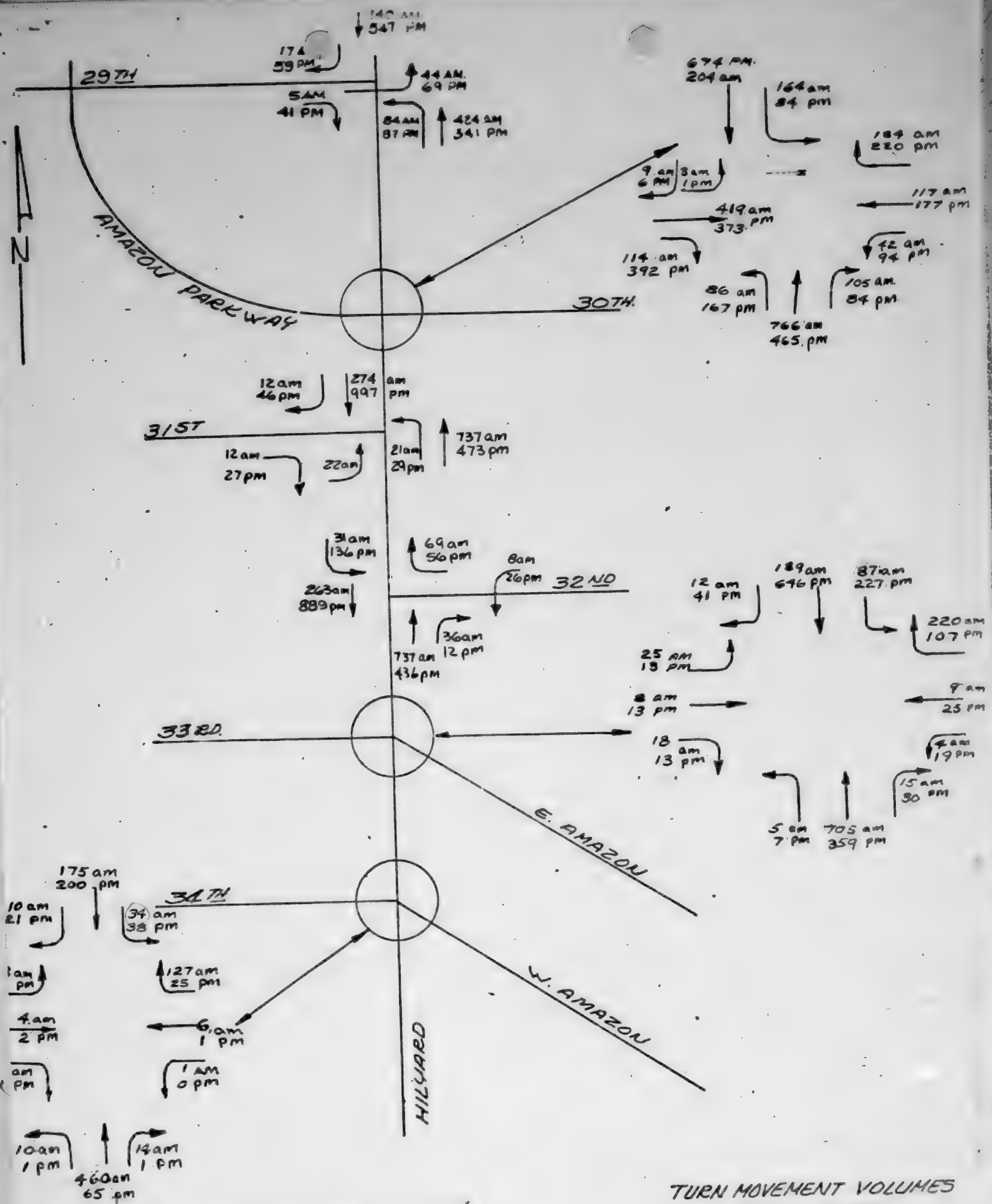
1. INSTALL NEW UNDERGROUND CONDUIT AS NECESSARY.
2. SALVAGE AND RE-USE AS MUCH EQUIPMENT AS POSSIBLE
3. SIGNAL HEAD SIZES AS SHOWN.

29TH & AMAZON PARKWAY
PROPOSED SIGNALIZATION
ENCL 9


N
28TH AVE
8,000
5100
AMAZON PARKWAY
10,400
4,200
33 R.D.
950
9,200
17,500
14,400
19,300
HILYARD ST.
WEST AMAZON
4,000
EAST AMAZON DR.
4,100
10,500
30 TH. AVE

EXISTING TRAFFIC VOLUMES

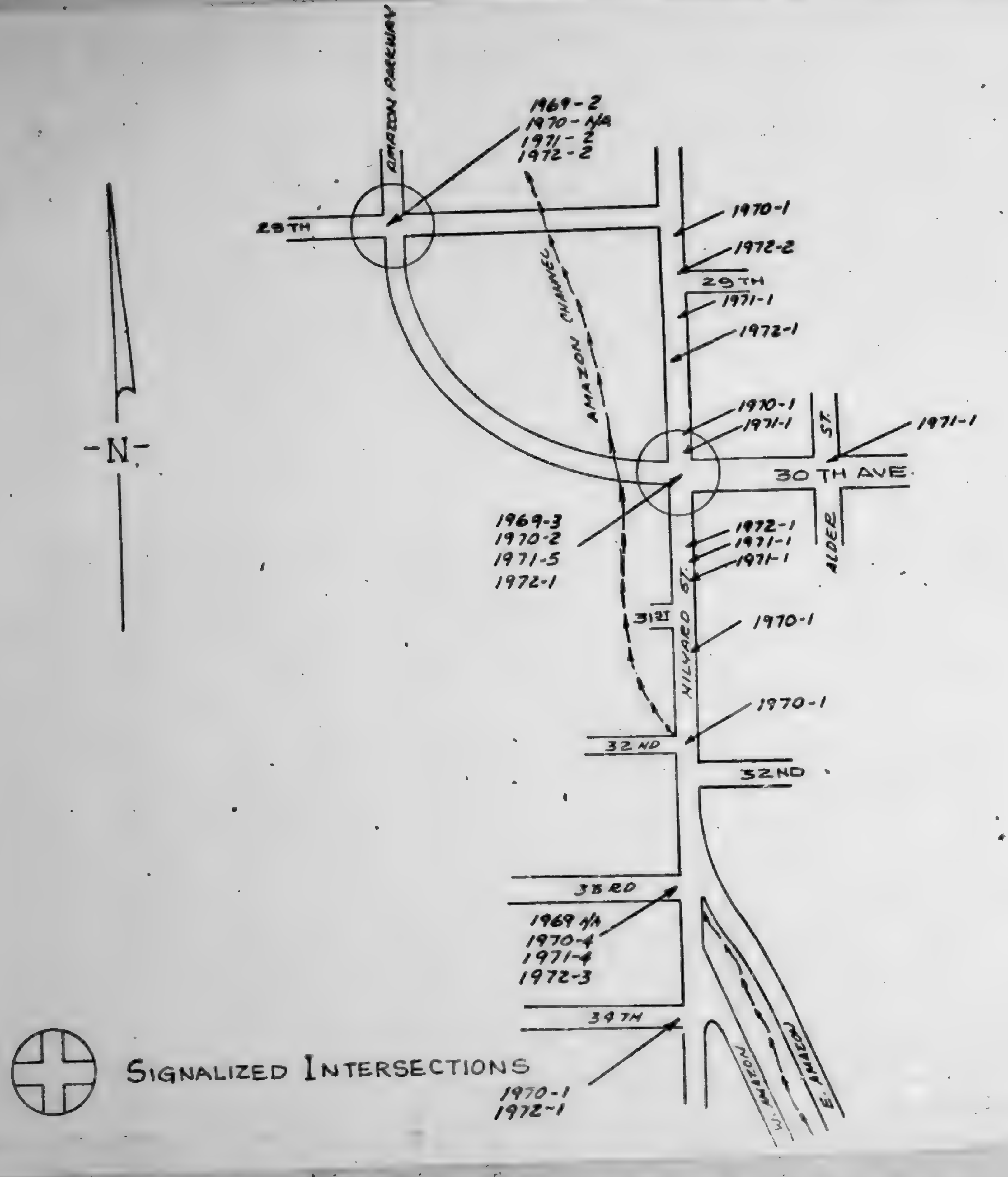
ENCL. 10


140 AM
547 PM
17 A
59 PM
29TH
44 AM.
69 PM
5AM
41 PM
84 AM
87 PM
424 AM
341 PM
N
AMAZON PARKWAY
30TH.
674 PM.
204 am
164 am
84 pm
184 am
220 pm
9 am
6 PM
3 am
1 pm
117 am
177 pm
419 am
373 pm
42 am
94 pm
114 am
392 pm
86 am
167 pm
105 am.
84 pm.
766 am
465. pm
12 am
46 pm
274 am
997 pm
31ST
21 am
29 pm
737 am
473 pm
12 am
27 pm
22 am
31 am
136 pm
69 am
56 pm
8 am
26 pm
32ND
263 am
889 pm
737 am
436 pm
36 am
12 pm
12 am
41 PM
189 am
646 pm
87 am
227 pm
220 am
107 PM
25 AM
13 PM
8 am
13 pm
9 am
25 PM
33RD.
18 am
13 pm
4 am
19 pm
15 am
30 PM
5 am
7 PM
705 am
359 PM
E. AMAZON
175 am
200 pm
34TH
10 am
21 pm
34 am
38 pm
am
pm
127 am
25 pm
4 am
2 PM
6 am
1 pm
am
PM
1 AM
0 pm
10 am
1 pm
460 am
65 pm
14 am
1 PM
W. AMAZON
HILLIARD

* Note : Counts taken different days of week @ each intersection.

TURN MOVEMENT VOLUMES
PEAK HOURS

ENCL. II

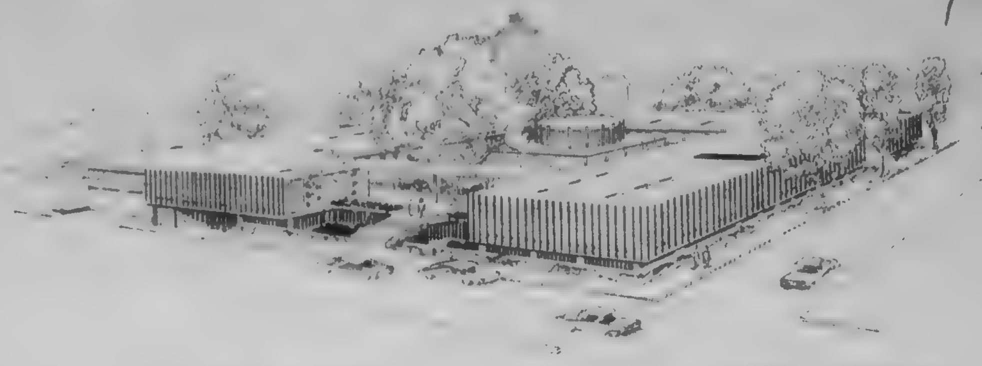

-N-
AMAZON PARKWAY
29TH
1969-2
1970-N/A
1971-2
1972-2
AMAZON CHANNEL
1970-1
1972-2
29TH
1971-1
1972-1
1970-1
1971-1
ST.
1971-1
30 TH AVE.
ALDER
1969-3
1970-2
1971-5
1972-1
1972-1
1971-1
1971-1
HILYARD ST.
31ST
1970-1
1970-1
32ND
32ND
33RD
1969 N/A
1970-4
1971-4
1972-3
34TH
1970-1
1972-1
W. AMAZON
E. AMAZON
SIGNALIZED INTERSECTIONS

ENCL. 12
ACCIDENT HISTORY
FOR 1969-70-71-72

9289

T & FAU

CITY
OF
EUGENE



DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON
TEL - 503 - 342-5221
CITY HALL
97401

August 28, 1972

RECEIVED
COUNTY & CITY SECTION
SEP 5 - 1972
☐ [illegible] ☑ [illegible] ☐ [illegible] ☐ [illegible] ☑ DE
☑ UPE ☐ CE ☐ RE ☐ APE ☐

Mr. Fred Klaboe
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon

Dear Mr. Klaboe:

The purpose of this letter is to present for your consideration two applications for federal aid for our proposed work on Hilyard Street, Amazon Parkway and 30th Avenue. This is a modification of our project request of April 14, 1971, which was for Topics aid only. This request is for a Topics project on Hilyard and a Federal Aid Urban System Project on Amazon Parkway and 30th Avenue. I have enclosed City Council resolutions regarding both of these proposed projects.

We are aware that until a new highway bill comes out of Congress, funding is up in the air for this project since on-going Topics projects have first priority in this urban area. From discussions with your County-City group, we are aware that processing will have to await a new highway bill.

If you need any further information or have any questions on the information provided, please do not hesitate to contact this office.

Very truly yours,

Donald P. Allen, Director
Department of Public Works

DPA:jh

enclosures

9-1-72

Cox

Bob

RECEIVED
SEP 1 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY E
AUG 31 '72
REFER TO
FOR

Info	Inves	R/D	D/R	Stan	Art	File

12/6,

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COUNTY & CITY SECTION
SEP 5 - 1972
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8-28-72

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FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date ________

Applicant Agency **City of Eugene, Eugene, Oregon**

Federal Aid System Route No. **FAU 5104** Route Name ________

Project Name **Amazon Parkway and Thirtieth Avenue Widening**

Project Length **2500 feet** Project Location (Attached sketch map)

Project Description **Widening of 30th Avenue from Hilyard to East of Alder, and Amazon Parkway from North of 29th Avenue to Hilyard Street. Reconstruction of traffic signals at 30th and Hilyard and Amazon Parkway and 29th**

Average Daily Traffic **See attached** Design Speed **varies**

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width **36'** Travel Lanes **2** Shoulders **curbs**

Medians **None** Parking **None**

Sidewalks **None**

Other ________

2. Desired Roadway Cross Section: (Attach sketch)

Width **76'** Travel Lanes **4** Shoulders **None**

Medians **14'** Parking **None**

Curbed **Both sides** Length Curb Radii **varies, 25'-30'**

Sidewalk/Bikeway **proposed under existing structure**

Other ________

FOOTNOTES: ________

Description of Proposed Roadway Work Widening of Amazon Parkway and 30th Avenue, from north of 29th Avenue to east of Alder Street.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 90 (30th Ave) Minimum 90 Maximum 90

2. Will Additional Right-of-Way Be Needed? Yes Explain Will need additional width through Amazon Park.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? No cost to project.

4. Will there be any persons displaced from their homes, farms or businesses? No If so, explain

5. Will this project affect any park or recreation facility? Yes If so, explain Additional width required from Amazon Park.

III. TRAFFIC CONTROL DATA

1. Existing Signalization: Existing span wire signals are fully actuated.

2. Proposed Signalization:

Location See attached sketch

Type Full traffic-actuated
Phases Multiple
Type of Suspension Mast arm
Interconnected No
Other

FOOTNOTES: Amazon Expressway is located on large parcel of City-owned property.

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Present Illumination and Location: Basically 20,000 lumen not to IES Standards.

2. Proposed Illumination:

Location Not in this application

Type

V. STRUCTURE DATA

1. Existing Structure:

Location Amazon Parkway west of Hilyard

Type Pre-stressed concrete slab

Size 45' x 72'

To Remain in Place? To be widened

2. Proposed Structure:

Location An extension of existing structure

Is a particular type of structure and design desired? Design will be same as existing structure.

Approximate size of proposed structure 42' x 72'

Are sidewalk/bikeways desired? Bikeway under bridge on both sides of channel

Are any utilities to be attached to structure? No

FOOTNOTES:

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections **Preparation of Environmental Impact Study.**

2. Applicant's Estimated Cost for Requested Project:

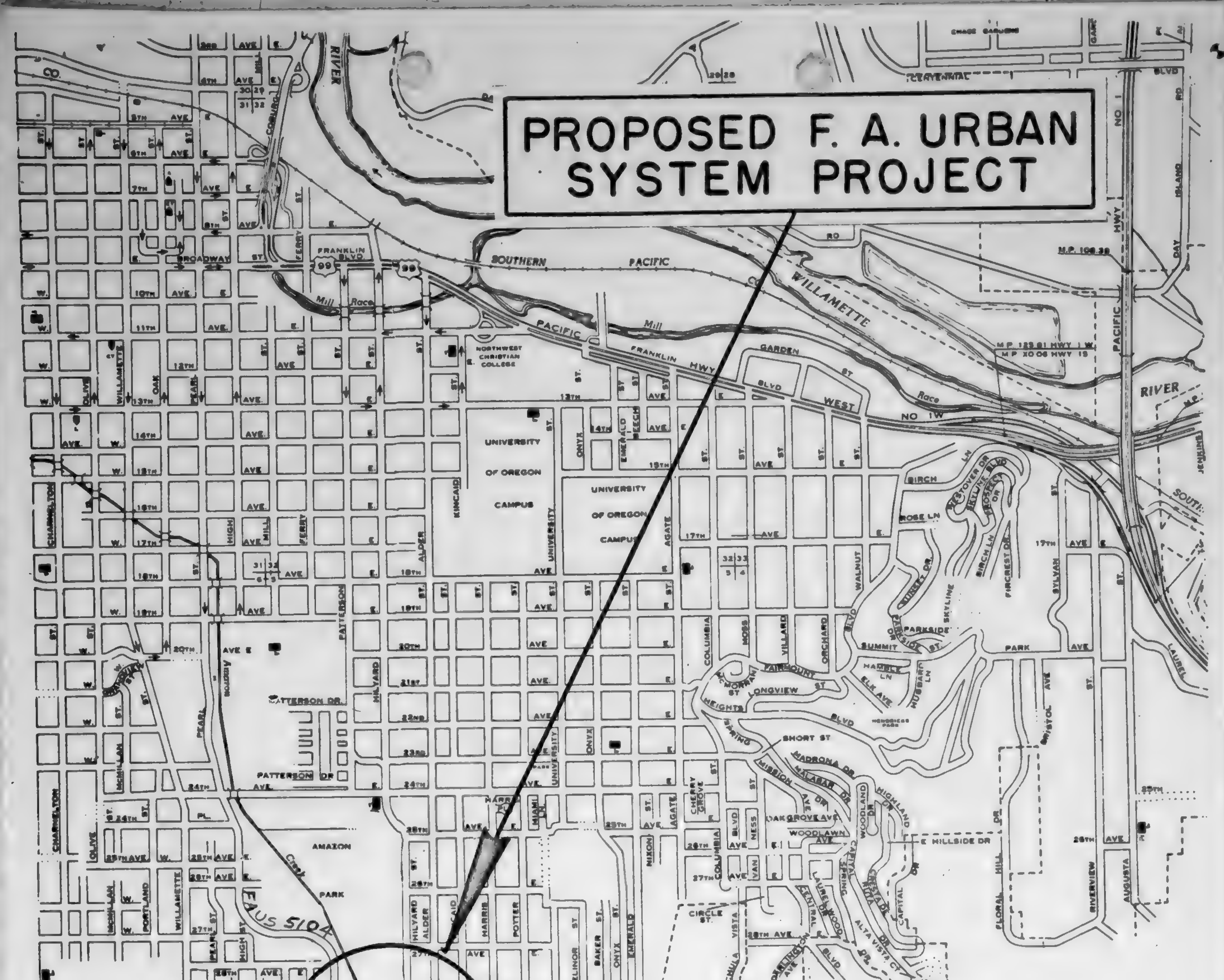
Roadway Work	$ 145,000
Right-of-Way Costs (If participating)	-
Traffic Control	24,000
Illumination	-
Structures	42,000
Railroad	-
Other **Environmental Impact Assessment**	3,000
Preliminary Engineering *	-
PROJECT TOTAL	$ 214,000

FOOTNOTES: *** Engineering furnished by applicant.**

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of **Eugene, Oregon**
By A K Martin, Asst. City Mgr.
By

County
By
By
By


PROPOSED F. A. URBAN SYSTEM PROJECT
FAUS 5104
FAUS 5104
EUGENE
N
UNIVERSITY OF OREGON CAMPUS
UNIVERSITY OF OREGON CAMPUS
AMAZON PARK
NORTHWEST CHRISTIAN COLLEGE
SOUTHERN PACIFIC
WILLAMETTE RIVER
FRANKLIN BLVD
Mill Race
99
99
Amazon Creek

9289

FAU A.W.

RECEIVED
COUNTY & CITY SECTION
SEP 5 - 1972
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☒ UE
☐ UPE ☐ CE ☐ DE ☐ HPE ☐

RESOLUTION NO. 2092

A RESOLUTION AUTHORIZING APPLICATION FOR CERTAIN STREET AND TRAFFIC SIGNAL CONSTRUCTION UNDER THE FEDERAL-AID URBAN SYSTEM PROGRAM.

WHEREAS, in the interest of the health, safety and welfare of the motoring public certain traffic signalization modification and roadway widening is needed on Amazon Parkway from North of 29th Avenue to Hilyard Street, and Thirtieth Avenue from Hilyard Street to East of Alder Street in the City of Eugene, Oregon; and,

WHEREAS, there are certain programs available to aid in the design, environmental impact assessment, and construction of said signalization and street construction,

NOW, THEREFORE,

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF EUGENE, OREGON, as follows:

Section 1. The City of Eugene is hereby authorized to make application to the Oregon State Highway Department and Federal Highway Administration for participation in signal modifications and roadway widening on Amazon Parkway from North of 29th Avenue to Hilyard Street, and Thirtieth Avenue from Hilyard Street to East of Alder Street in the City of Eugene, Oregon. These projects are to be accomplished in accordance with the Federal-Aid Urban System Program under the guidelines established by the above referred to agencies.

Section 2. The staff of the City of Eugene is hereby authorized and directed to take such steps and prepare such documents as may be necessary to perfect this application.

The foregoing Resolution adopted this 14th day of August, 1972.

/s/ S. P. Flogstad
City Recorder

RESOLUTION NO. 2092

A RESOLUTION AUTHORIZING APPLICATION FOR CERTAIN STREET AND TRAFFIC SIGNAL CONSTRUCTION UNDER THE FEDERAL-AID URBAN SYSTEM PROGRAM.

WHEREAS, in the interest of the health, safety and welfare of the motoring public certain traffic signalization modification and roadway widening is needed on Amazon Parkway from North of 29th Avenue to Hilyard Street, and Thirtieth Avenue from Hilyard Street to East of Alder Street in the City of Eugene, Oregon; and,

WHEREAS, there are certain programs available to aid in the design, environmental impact assessment, and construction of said signalization and street construction,

NOW, THEREFORE,

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF EUGENE, OREGON, as follows:

Section 1. The City of Eugene is hereby authorized to make application to the Oregon State Highway Department and Federal Highway Administration for participation in signal modifications and roadway widening on Amazon Parkway from North of 29th Avenue to Hilyard Street, and Thirtieth Avenue from Hilyard Street to East of Alder Street in the City of Eugene, Oregon. These projects are to be accomplished in accordance with the Federal-Aid Urban System Program under the guidelines established by the above referred to agencies.

Section 2. The staff of the City of Eugene is hereby authorized and directed to take such steps and prepare such documents as may be necessary to perfect this application.

The foregoing Resolution adopted this 14th day of August, 1972.

/s/ S. P. Flogstad
City Recorder

2289

NOTE: This form is inte d to collect general informati for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

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TOPICS PROJECT REQUEST

Date July 1972

Name of City Eugene, Oregon
Major Street Name Hilyard Street
Section Name

Location of Project (Attach sketch map) Length 2800 lineal feet
On Which System? Primary I ______ Primary II ~~x~~ or Secondary X FAS 228

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? Yes Date PLAN approved: Plans submitted ; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? ______ (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? No
Explain

General description of proposed project: Widening of Hilyard Street, from north of 29th Avenue to south of West Amazon Drive.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: Not Applicable

2. Type: a. Traffic Control ______
   1. Pretimed ______
   2. Traffic-actuated
      (a.) Full traffic-actuated ______
      (b.) Semi-traffic-actuated ______
      (c.) Volume density-actuated ______
      (d.) Pedestrian actuated ______

   b. Flashing Beacon ______

Footnotes:

T-1-69
(rev. 12-70)

c. Caution _______
d. Drawbridge _______
e. Lane-direction _______
f. Other _______

3. Number of Phases:
a. Two _______
b. Three _______
c. Multiple _______

4. Is interconnection for coordination necessary? _______ Remarks: ___

If so, by cable or leased telephone line? _______

5. Type of Suspension:
a. Mast Arm _______
b. Span Wire _______
c. Signal Bridge _______

6. Paint Color Desired: _______

7. Present Signalization: _______

8. Other Remarks: _______

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: Not Applicable

2. Type: a. Mercury Vapor _______
b. Fluorescent _______
c. High-pressure Sodium _______
d. Incandescent _______

3. Luminaire Distribution Type and Classification:
a. I _______
b. II _______
c. III _______
d. IV _______
e. V _______

Footnotes:

4. Luminaire Wattage:
   a. 175 ______
   b. 250 ______
   c. 400 ______
   d. 700 ______
   e. 1000 ______

5. Luminaire Spacing: ______________________

6. Maintained Intensity: ______________________

7. Uniformity Ratio: ______________________

8. Proposed Mounting Height:
   a. 30 ft. ______
   b. 40 ft. ______
   c. 45 ft. ______
   d. 50 ft. ______

9. Pole Type:
   a. Wood ______
   b. Steel ______
   c. Aluminum ______

10. Operating Voltage:
   a. 120 ______
   b. 240 ______
   c. 480 ______
   d. Series ______

11. Type of Wiring:
   a. Overhead ______
   b. Underground ______

12. Present Illumination: Basically 20,000 lumen mercury vapor. Not IES Standards.

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Hilyard Street, from north of 29th to South of West Amazon Drive. (Does not include intersection at Thirtieth Ave.)

2. Desired Work: Widen Hilyard to provide 4-lanes, plus left turn refuge lanes.

3. Typical Cross Section: 64 feet, curb-to-curb.

4. Curbs? Yes If so,
   a. Type Desired: (Standard, monolithic, rolled, or special) Standard
   b. Exposure 6 inches
   c. Width between curbs 64 ft.
   d. Desired curb radius varies, 25 or 30 ft.

5. Surfacing: A.C. X P.C.C. ______ Oil ______ Other ______

6. Present Typical Cross Section and Surfacing: Varies from 42 feet to 36 feet, A.C. surface.

7. Traffic Control Signing:
   a. By City at City Expense? X
   b. By State at City Expense? ______
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense? X
   b. By State at City Expense? ______
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length 2700 ft.
   *b. Width 8 ft.
   c. Type Conc.
   d. Location: West side of Hilyard

Footnotes: * Part of ultimate bike way through Amazon Park.

IV. STRUCTURE DATA:

1. Location: None

2. Desired Work:

3. Name of Structure:

4. Name of Stream, Street or Facility being Spanned:

5. Desired Roadway Width of Structure: ______ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? ______ft. Location ______

7. Is a particular type of structure and design desired? ______
Explain:

8. Can street be closed during construction?

9. Detour: a. Required? ______
b. By City? ______
c. By Contractor? ______

10. Approaches or Connections: a. By City? ______
b. By Contractor? ______
c. Traveled surface: Type ______
Width ______ ft.
d. Shoulders: Type ______
Width ______ ft.

11. Existing Structure: a. Remain in Place? ______
b. Use for Detour? ______
c. Removed by City? ______
d. Removed by Contractor? ______
e. Salvaged by Contractor for City? ______

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ______________________

  a. By City? ______

  b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?

  a. Water Mains: ______ Size: __________
     Owner: ______________________

  b. Sanitary Sewer Mains: ______ Size: __________
     Owner: ______________________

  c. Storm Sewer: ______ Size: __________
     Owner: ______________________

  d. Gas Mains: ______ Size: __________
     Owner: ______________________

  e. Power Lines: ______
     Owner: ______________________

  f. Telephone Lines: ______
     Owner: ______________________

  g. Other Utilities: ______________________

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ______________________

15. Does City wish lightpost bases and conduit installed? __________

16. Are there any unusual or complicating conditions? __________
Explain: ______________________

17. Describe Existing Structure: ______________________

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 70 ft.
   - a. Maximum: 70 ft.
   - b. Minimum: 60 ft.

2. Will additional right-of-way be needed? Yes Explain: Needed on west side of Hilyard, all widening to occur on west side.

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? Yes
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Requires environmental impact & 4f [illegible]

6. Will this project affect any park or recreation facility? Yes
   Explain: Right-of-way acquisition must come from Amazon Park, on west side of Hilyard. The acquisition meets with approval of the Director of Parks & Recreation.

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: ______

8. Are utilities on existing right-of-way by? Permit ______ or Franchise X (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner ______, and dates between which water can be turned off:
   From ______ To ______ Location: ______

10. Are there any railroad crossings? No Location: ______

Footnotes:

a. Name of Railroad ______

b. Number of tracks: Mainline ____ Siding ____ Total ____

c. Sight Distance (1.) (Direction) ______ Distance ____ ft.
(2.) (Direction) ______ Distance ____ ft.

d. Number of Trains: (1) Passenger ______ Speed ____ mph
(2) Freight ______ Speed ____ mph

e. Angle of Intersection: ______

f. Type of Existing Crossing: (1.) Grade ______
(2.) Overcrossing ______
(3.) Undercrossing ______

g. Existing Protection: (1.) Advance warning signs ______
(2.) Automatic flasher ______
(3.) Automatic bell ______
(4.) Gates ______
(5.) Stop signs ______
(6.) Crossbucks ______
(7.) Other ______

h. Proposed Type Crossing and Protection: ______

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? ____
(1.) Does City wish State to prepare P.U.C. hearing data? ____
(2.) Will P.U.C. application be made by? State ____
City ____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ______

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ ______
(Federal + State + City)
2. Estimated Cost of Requested Project $ 106,000
3. Date Match Money is Available: Immediately
4. Will there be any 100% City money? No
(Non-participation items)
5. Maximum Amount of 100% City Money: $ -

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Submitted to Division of Highways

2. Existing Conditions Necessitating This Proposed TOPICS Project:

See Attached Report

3. This Project Would Accomplish the Following:

See Attached Report

This application is not complete unless a sketch map showing the location of the project is attached.

The Eugene City Council on the 12th day of April, 1971, adopted Resolution No. 1911 or Ordinance No. ________, as the case may be, requesting this TOPICS project.

By A K Martin, Asst City Mgr

By ____________________

9289

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FEDERAL-AID URBAN SYSTEM
PROJECT REPORT

Amazon Parkway from North of 29th Avenue
to Hilyard Street
Thirtieth Avenue from Hilyard
to East of Alder Street

JULY 1972

Public Works Department
Traffic Engineering Division
City of Eugene, Oregon

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Widening Justification	1
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Statement Regarding Utilities	2
Right-of-Way	2
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Enclosure 1 - Project Limits Map
" 2 - Amazon Parkway Existing Conditions
" 3 - Amazon Parkway Proposed Modifications
" 4 - 30th Avenue Existing Conditions
" 5 - 30th Avenue Proposed Conditions
" 6 - 30th & Hilyard Existing Signalization
Enclosure 7 - 30th & Hilyard Proposed Signalization
" 8 - 29th & Amazon Parkway Existing Signalization
" 9 - 29th & Amazon Parkway Proposed Signalization
" 10 - Existing Traffic Volumes
" 11 - Turn Movement Volumes Peak Hours
" 12 - Accident History

Project Description

This project consists of roadway widening on Amazon Parkway from 500 feet north of 29th Avenue to Hilyard Street, and 30th Avenue from Hilyard to 200 feet east of Alder Street. Hilyard Street from north of 29th to south of West Amazon Drive is also proposed to be widened. Funding will be under the Topics Program.

Reconstruction of the signals at 30th and Hilyard and 29th Avenue and Amazon Parkway are also included in this project. This reconstruction is necessary due to the roadway widening. An environmental impact assessment will also be part of the project.

Conditions Requiring Project

Hilyard and Amazon Parkway are two of the three major traffic corridors serving the south Eugene area. The two routes coincide at the intersection commonly known as Hilyard and 30th, with 30th extending easterly to serve Lane Community College and Interstate 5.

Traffic volumes on these corridors is shown on Enclosure 10. Hilyard north and south of 30th has 14,400 and 17,500 vehicles per day. Amazon Parkway west of Hilyard has 10,400 vehicles per day and 30th east of Hilyard has 10,500 vehicles per day.

Amazon Parkway is basically a two-lane facility with separate left turn lanes at 29th and a separate right turn lane at Hilyard. Thirtieth east of Hilyard is one lane eastbound and two lanes westbound, one of which is a mandatory right turn lane.

The signals at 30th and Hilyard and 29th and Amazon are fully actuated. The loops are set well back causing a need to place settings for vehicle passage high enough for safe passage. This increases the delays due to lost green time.

The obvious problem in this area is the lack of capacity during the peak hours. This generates total cycle lengths of 120 seconds since the volume seems to appear at approximately the same time on each approach, especially in the AM peak period.

A problem exists on 30th east of Hilyard for westbound traffic. Amazon Parkway west of Hilyard is not wide enough to accommodate two lanes westbound. This causes westbound left turns to block through traffic and the location of vehicle detectors causes vehicles to become trapped due to opposing traffic volumes.

Widening Justification

It is our opinion that the extensive widening proposed is necessary. The reasoning is outlined as follows:

1. At Hilyard, Amazon and 30th, the only practical way to improve capacity is to provide four-lane facilities with channelized left turn lanes.
2. It is necessary to widen Amazon Parkway to a point north of 29th Avenue. This again is due to the need for providing four lanes on 30th east of Hilyard. It is not feasible to merge westbound traffic into one lane between Hilyard and 29th since to do so would only mix the heavy northbound left turns at 29th with the through moves on the Amazon Parkway. It would make much more sense to merge the lanes north of 29th Avenue.

Proposed Project Accomplishments

There is no question that the major benefit that would accrue is an increase in capacity and a major reduction in delay.

Reconstruction of the signals due to the widening will cause a benefit in that it will allow placing detection loops close in. This permits full presence operation which reduces cycle lengths and increases capacity while reducing delay.

Some benefit would also accrue from a safety standpoint since it would allow the separation of westbound left turns at 30th and Hilyard from the eastbound movements.

Utilities

Several franchised utilities are on the streets involved at various locations too numerous to enumerate. A summary of type and street involved is listed below:

Eugene Water & Electric Board - Overhead and underground
Teleprompter - Overhead
Northwest Natural Gas - Underground
Pacific Northwest Bell Telephone - Underground

Rights-of-Way

Some right-of-way is necessary from Amazon Park on the north side of the Amazon Parkway. It is our opinion there will be no material damage to the park site. It has been anticipated for some time that the widening of Amazon Parkway would require some right-of-way from Amazon Park. The Parks Department is in agreement with the proposed plan.

Enclosures

The proposed work and existing traffic volumes in the vicinity are shown on the attached enclosures.

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TOPICS PROJECT
REPORT

Hilyard Street from North of 29th Avenue to South of West Amazon Parkway

JULY 1972

Public Works Department
Traffic Engineering Division
City of Eugene, Oregon

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Enclosure 1 - Project Limits Map
" 2 - Hilyard Street Existing Conditions
" 3 - Hilyard Street Proposed
" 4 - Existing Traffic Volumes
" 5 - Turn Movement Volumes Peak Hours
" 6 - Accident History

Project Description

This project consists of roadway widening on Hilyard from 240 feet north of 29th Avenue to 240 feet south of West Amazon. The intersection of 30th and Hilyard is to be funded under the Federal-Aid Urban System Program, as are all signals. An environmental impact assessment will also be part of the project.

Conditions Requiring Project

Hilyard and Amazon Parkway are two of the three major traffic corridors serving the south Eugene area. The two routes coincide at the intersection commonly known as Hilyard and 30th, with 30th extending easterly to serve Lane Community College and Interstate 5.

Traffic volumes on these corridors are shown on Enclosure 4. Hilyard north and south of 30th has 14,400 and 17,500 vehicles per day. Amazon Parkway west of Hilyard has 10,400 vehicles per day and 30th east of Hilyard has 10,500 vehicles per day.

Amazon Parkway is basically a two-lane facility with separate left turn lanes at 29th and a separate right turn lane at Hilyard. Hilyard is a two-lane facility with channelized (paint or raised) left turns at the various intersections. Thirtieth east of Hilyard is one lane eastbound and two lanes westbound, one of which is a mandatory right turn lane. Funding of the Amazon Parkway and Thirtieth Avenue is to be under the Federal-Aid Urban System Program.

The signals at 30th and Hilyard and 29th and Amazon are fully actuated. The loops are set well back causing a need to place settings for vehicle passage high enough for safe passage. This increases the delays due to lost green time.

The obvious problem in this area is the lack of capacity during the peak hours. This generates total cycle lengths of 120 seconds since the volume seems to appear at approximately the same time on each approach, especially in the AM peak period. Traffic regularly backs up on Hilyard in the AM for a distance of 1000-1200 feet and 1200-1500 feet in the PM.

Widening Justification

It is our opinion that the extensive widening proposed is necessary. The reasoning is outlined as follows:

1. On Hilyard, the only practical way to improve capacity is to provide four-lane facilities with channelized left turn lanes.
2. The benefit would be fully realized only if the widening begins far enough north to provide adequate storage. This would require the widening of Hilyard beginning at a point north of 29th Avenue. This is further necessary in order to retain the established channelized patterns at the intersections.

   South of 30th it is felt necessary to extend the widening to a point south of West Amazon. This is because of the established channelized left turn patterns which causes the lane next to the median to be used for entering the left turn refuge lanes (See Enclosure 13). To merge the traffic prior to West Amazon would only tend to mix the vehicles desiring to go south of West Amazon with those desiring to turn left at the various driveways and intersections between 30th and West Amazon.

Proposed Project Accomplishments

There is no question that the major benefit that would accrue is an increase in capacity and a major reduction in delay. This should also provide greater traffic safety since the congestion decrease will cause more opportunity for acceptable gap times for the side street traffic.

Utilities

Several franchised utilities are on the street involved at various locations too numerous to enumerate. A summary of type and street involved is listed below:

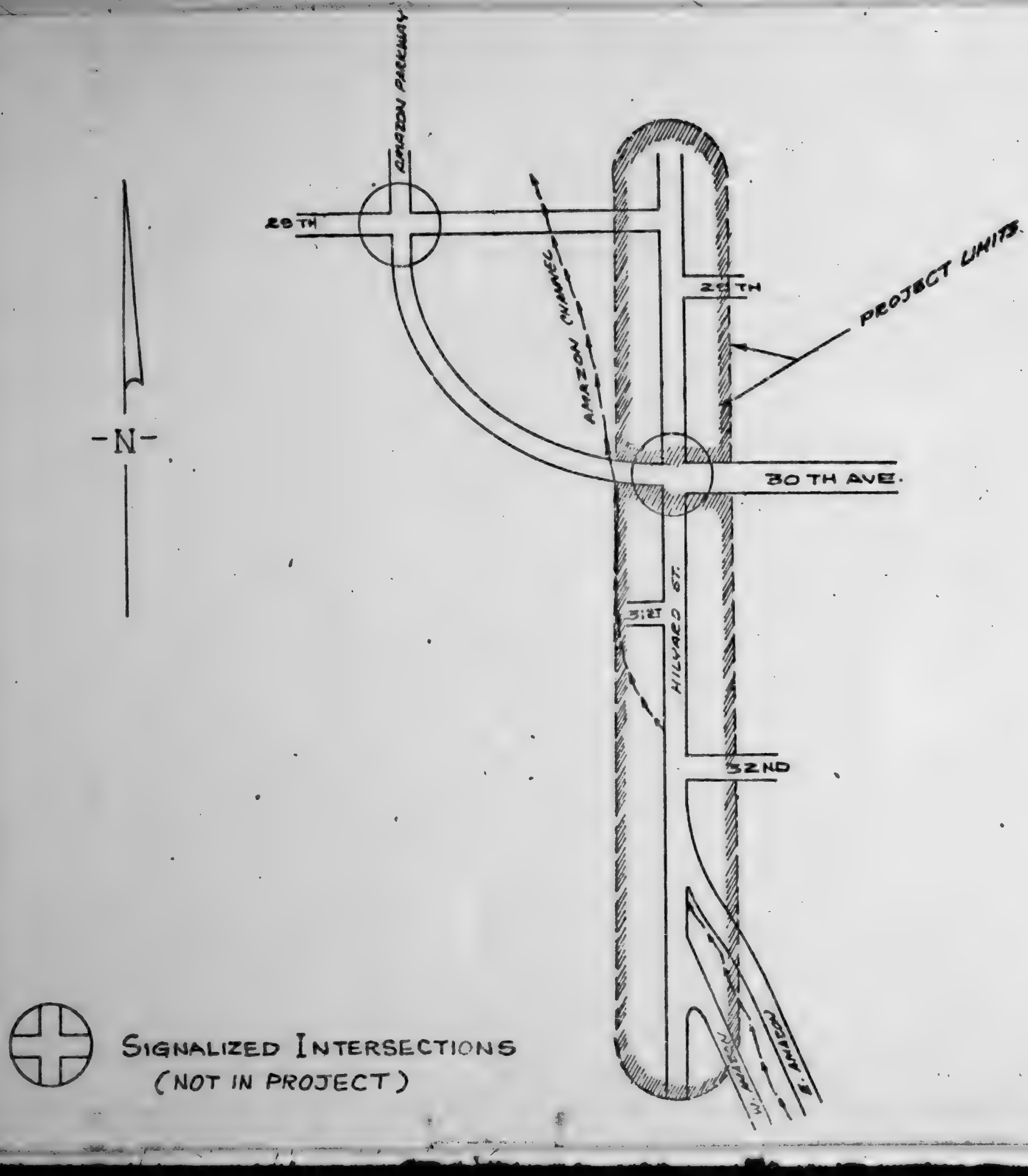
Eugene Water & Electric Board - Overhead and underground
Teleprompter - Overhead
Northwest Natural Gas - Underground
Pacific Northwest Bell Telephone - Underground

Rights-of-Way

Some right-of-way is necessary from Amazon Park on the west side of Hilyard Street. It is our opinion there will be no material damage to the park site and it is anticipated that the sidewalks on the westerly side can be meandered through the park site, and incorporated into a bike path through Amazon Park which is on the City Master Plan of Bikeways. It has been anticipated for some time that the widening of Hilyard would require some right-of-way from Amazon Park. The Parks Department is in agreement with the proposed plan.

Enclosures

The proposed work and existing traffic volumes in the vicinity are shown on the attached enclosures.


-N-
29TH
AMAZON PARKWAY
AMAZON CHANNEL
29TH
PROJECT LIMITS
30TH AVE.
31ST
HILYARD ST.
32ND
W. AMAZON
E. AMAZON
SIGNALIZED INTERSECTIONS
(NOT IN PROJECT)

PROJECT LIMITS MAP
ENCL. 1

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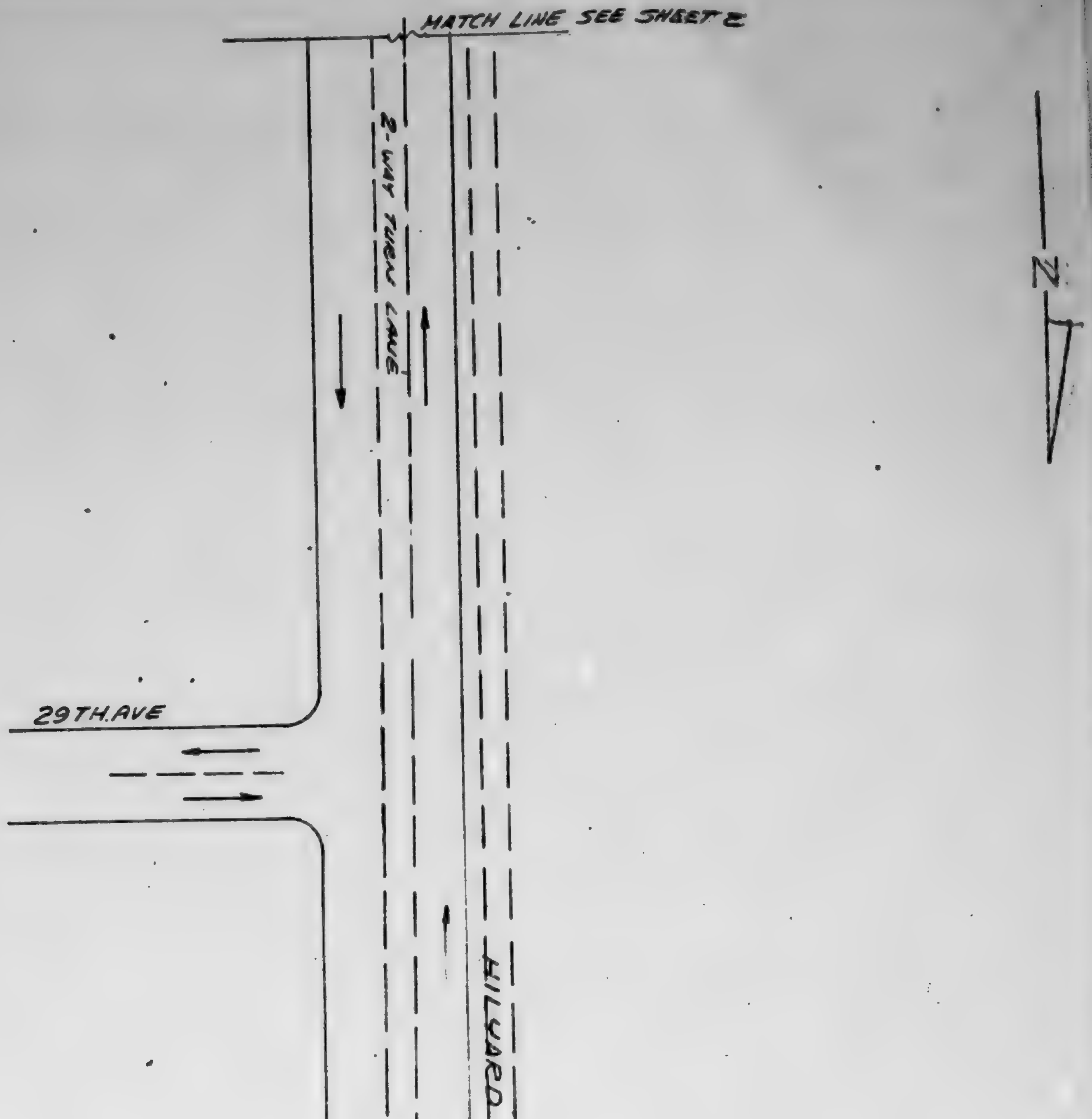
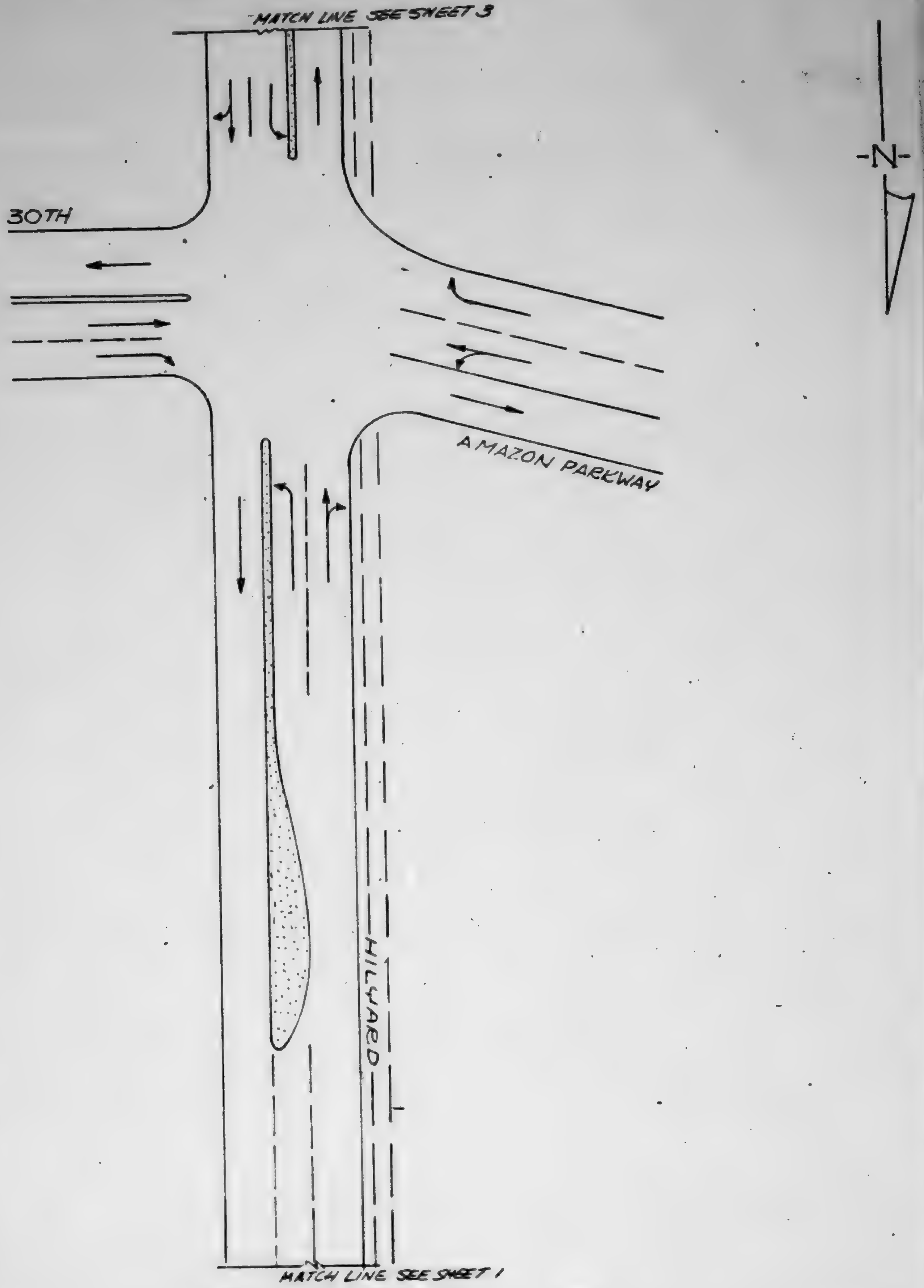
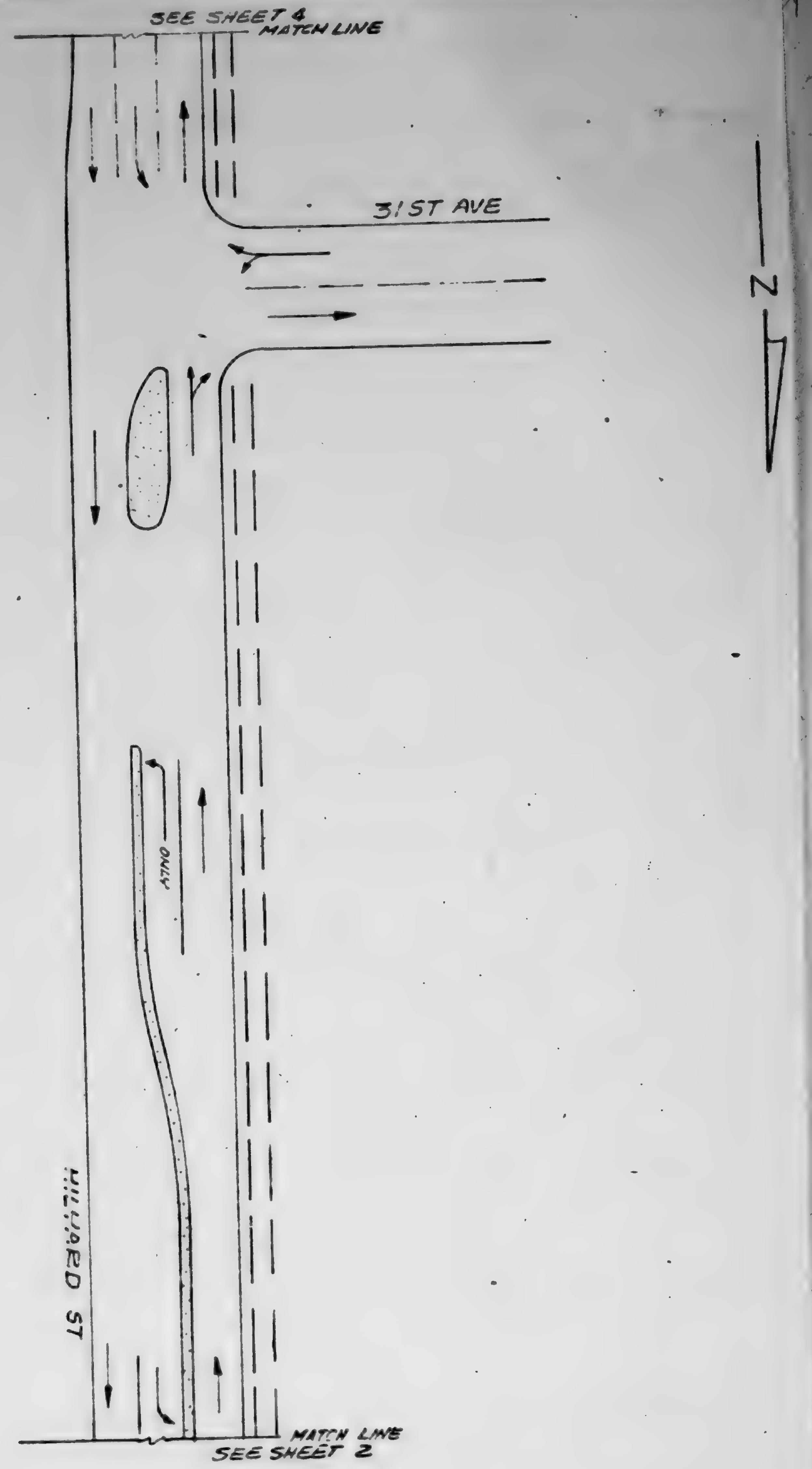

MATCH LINE SEE SHEET 2
2-WAY TURN LANE
N
29TH AVE
HILYARD
29TH AVE

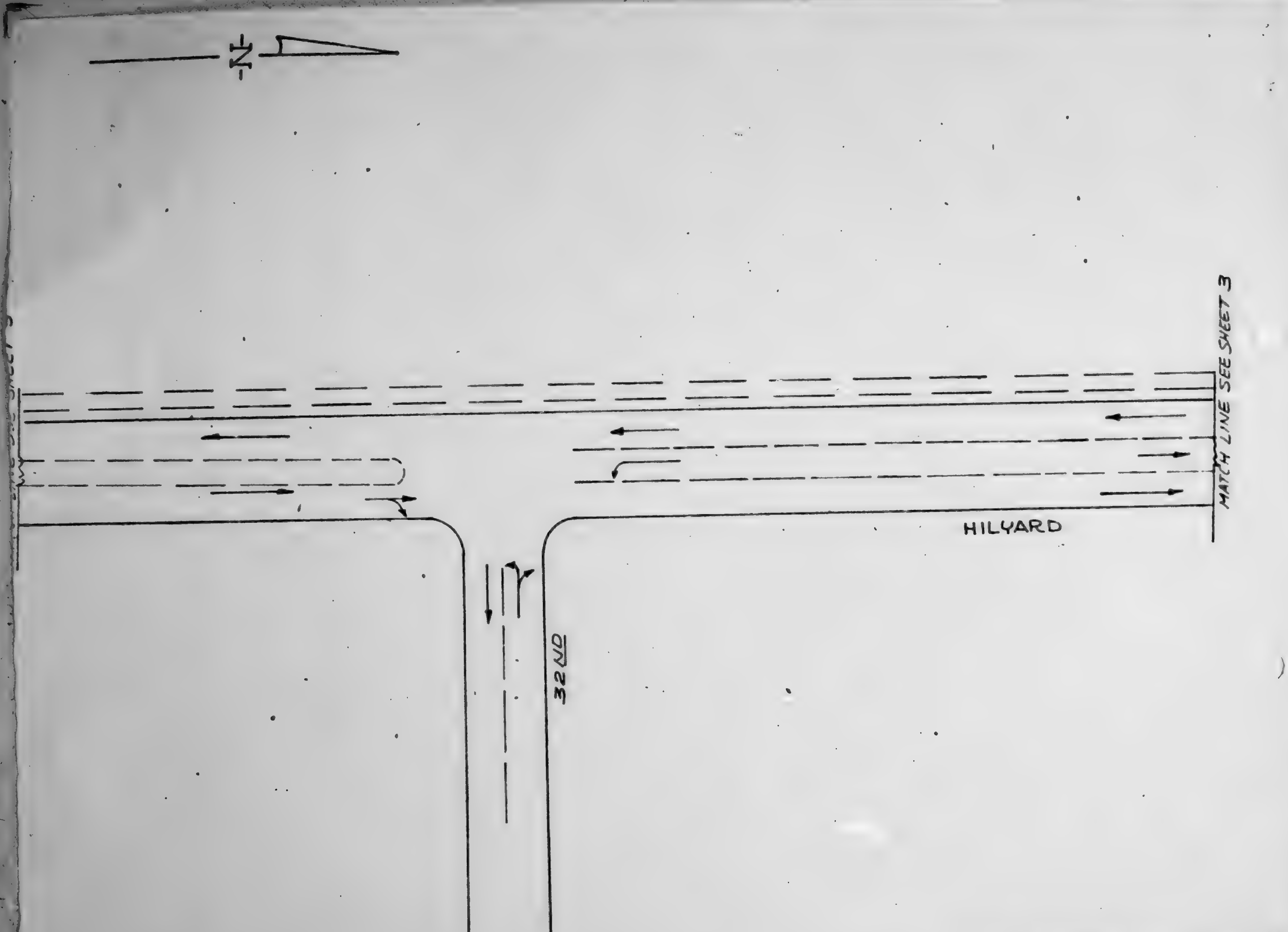
HILYARD from 29TH to Sou
EXISTING CONDITIONS
SHEET 1 of 6 ENCL. 2


MATCH LINE SEE SHEET 3
-N-
30TH
AMAZON PARKWAY
HILYARD
MATCH LINE SEE SHEET 1

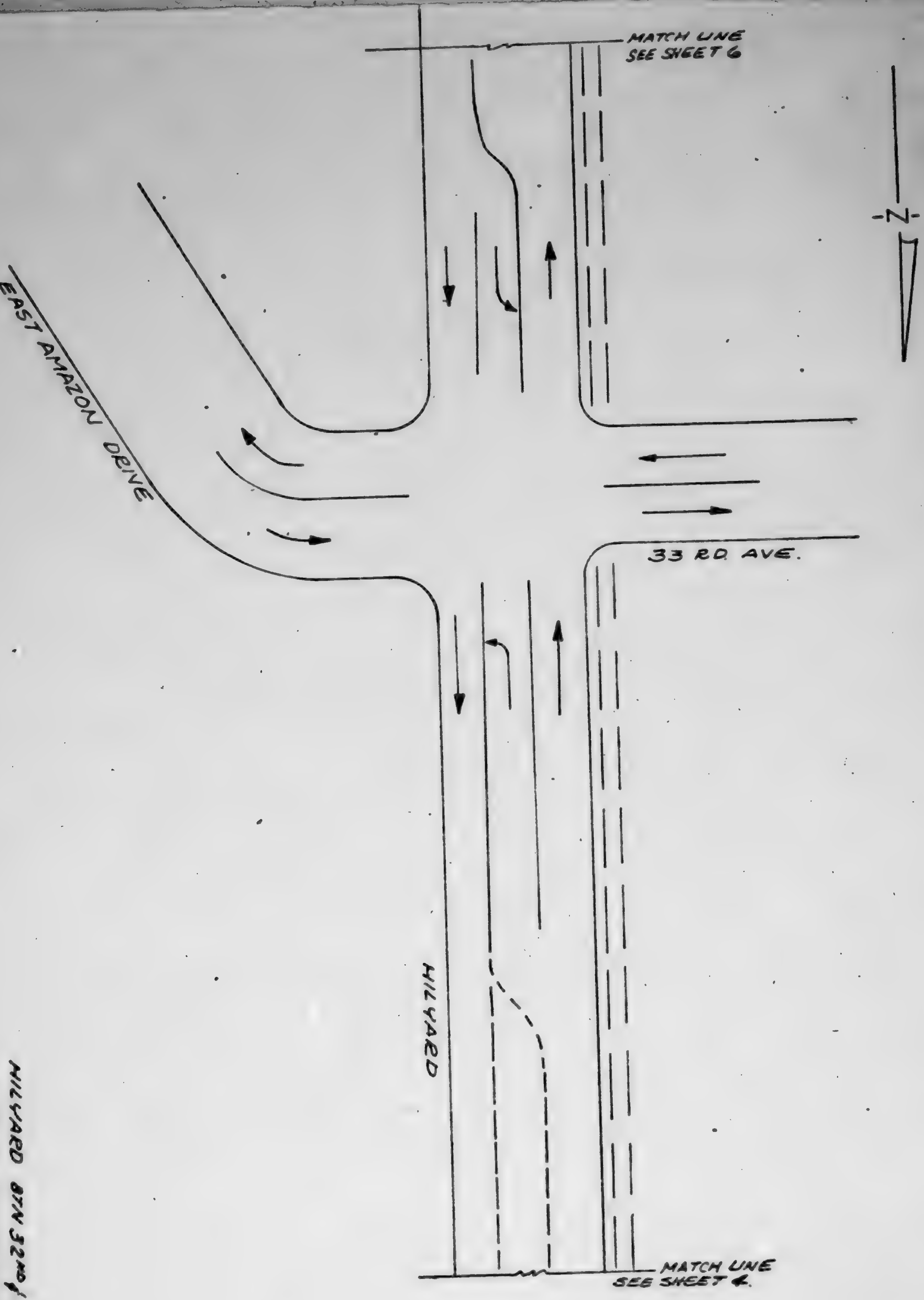
HILYARD from South of 29TH to 30TH
EXISTING CONDITIONS
SHEET 2 of 6 - ENCL. 2


SEE SHEET 4
MATCH LINE
31ST AVE
N
ONLY
HILYARD ST
MATCH LINE
SEE SHEET 2

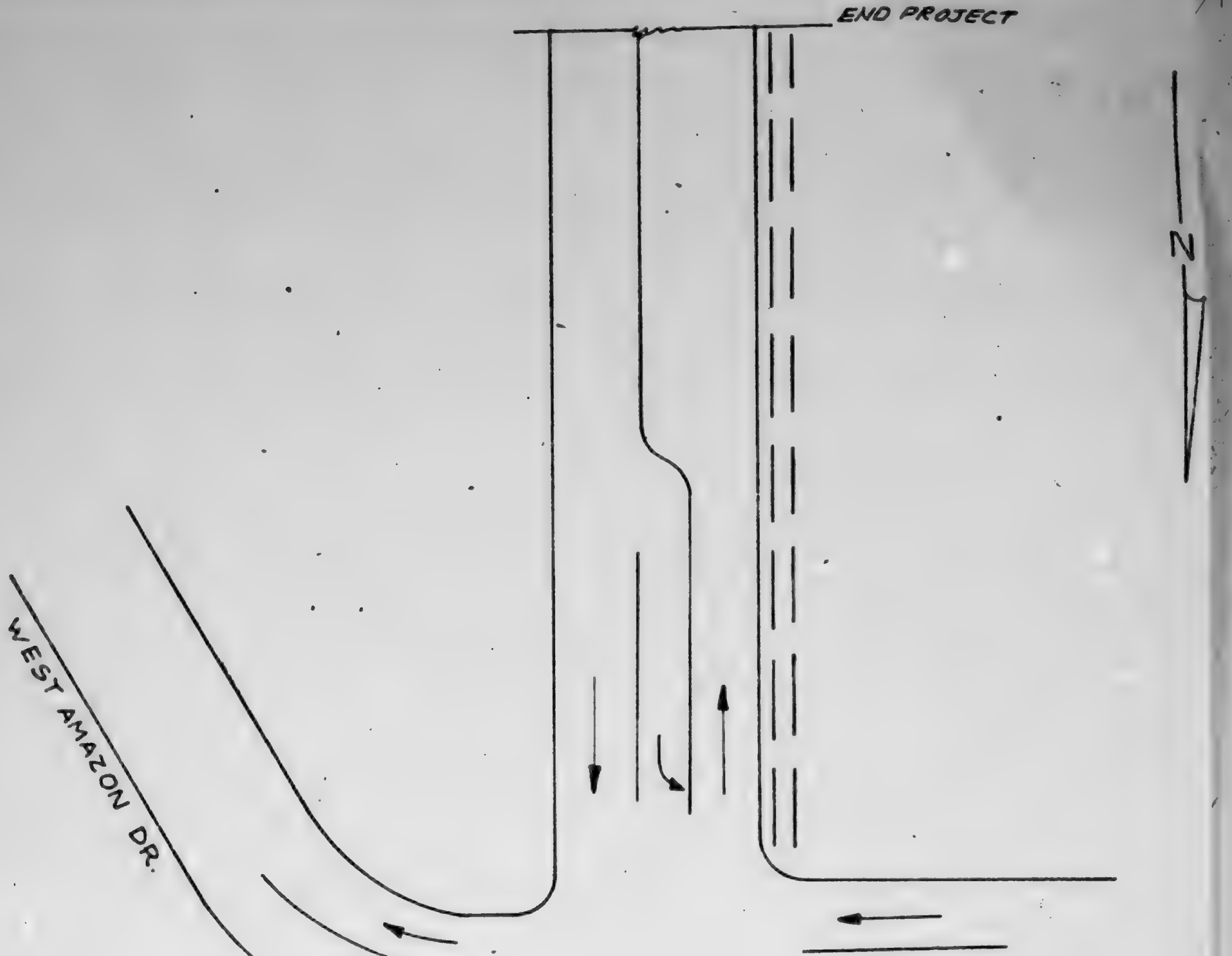
HILYARD NORTH OF 31ST To 31ST
EXISTING CONDITIONS
SHEET 3 OF 6 - ENCL. 2


-N-
MATCH LINE SEE SHEET 3
32ND
HILYARD
MATCH LINE SEE SHEET 3

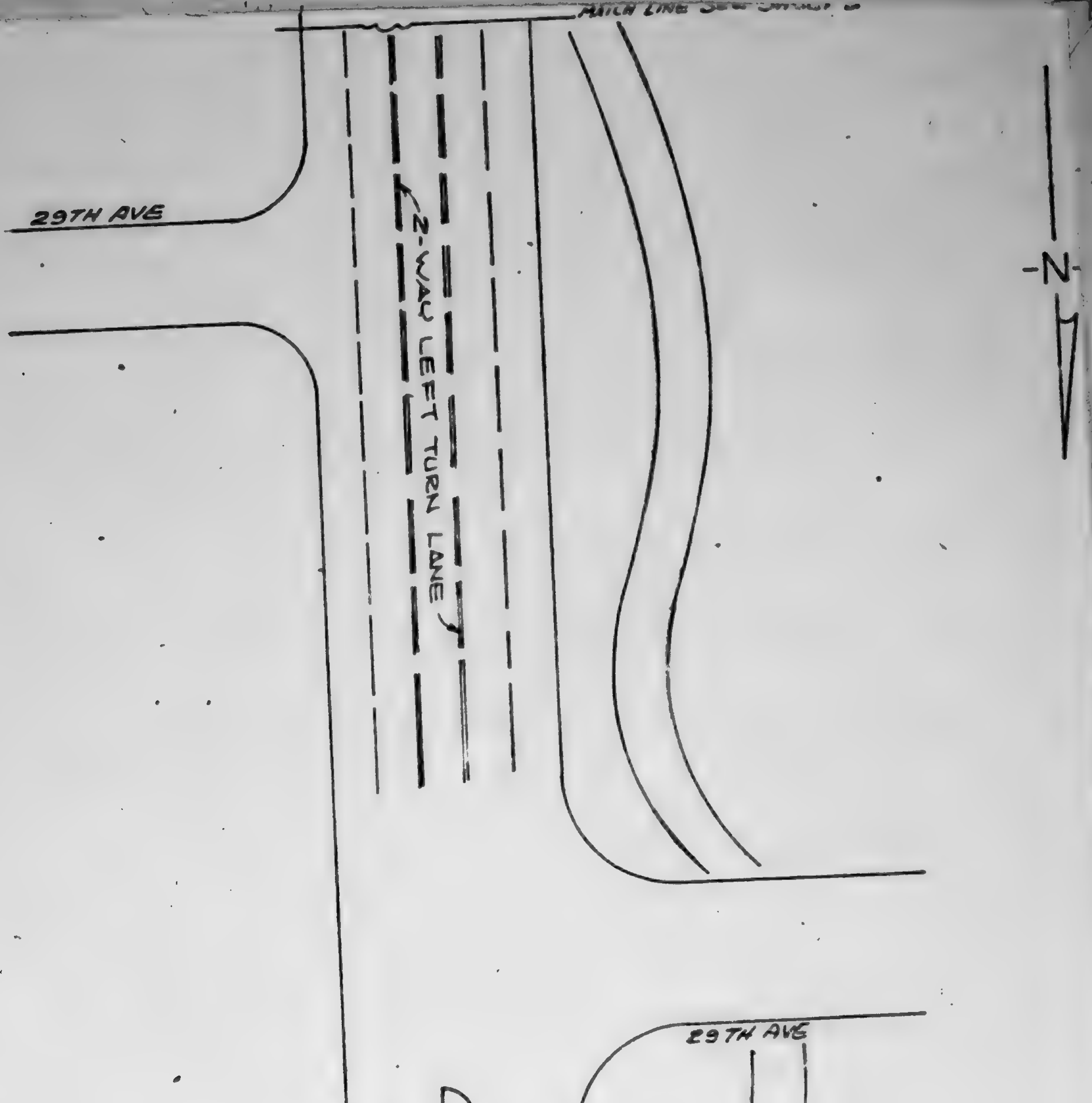
HILYARD FROM SOUTH OF 31ST to 32ND
EXISTING CONDITIONS
SHEET 4 of 6 ENCL. 2


MATCH LINE
SEE SHEET 6
N
EAST AMAZON DRIVE
33 RD. AVE.
HILYARD
MATCH LINE
SEE SHEET 4.

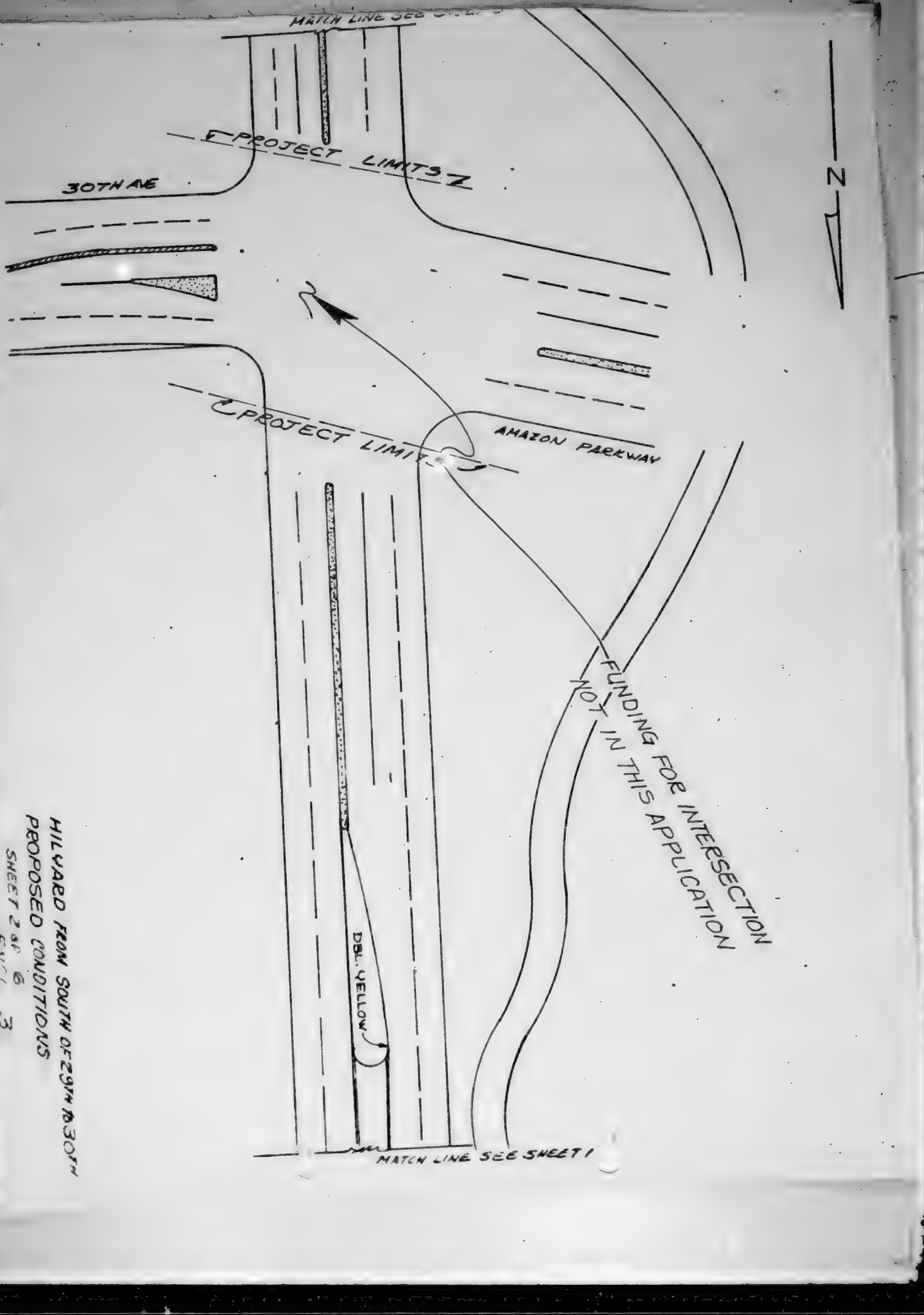
HILYARD BTN 32ND & 33RD
EXISTING CONDITIONS
SHEET 5 OF 6
ENCL. 2


END PROJECT
N
WEST AMAZON DR.
HILYARD
MATCH LINE
SEE SHEET 5

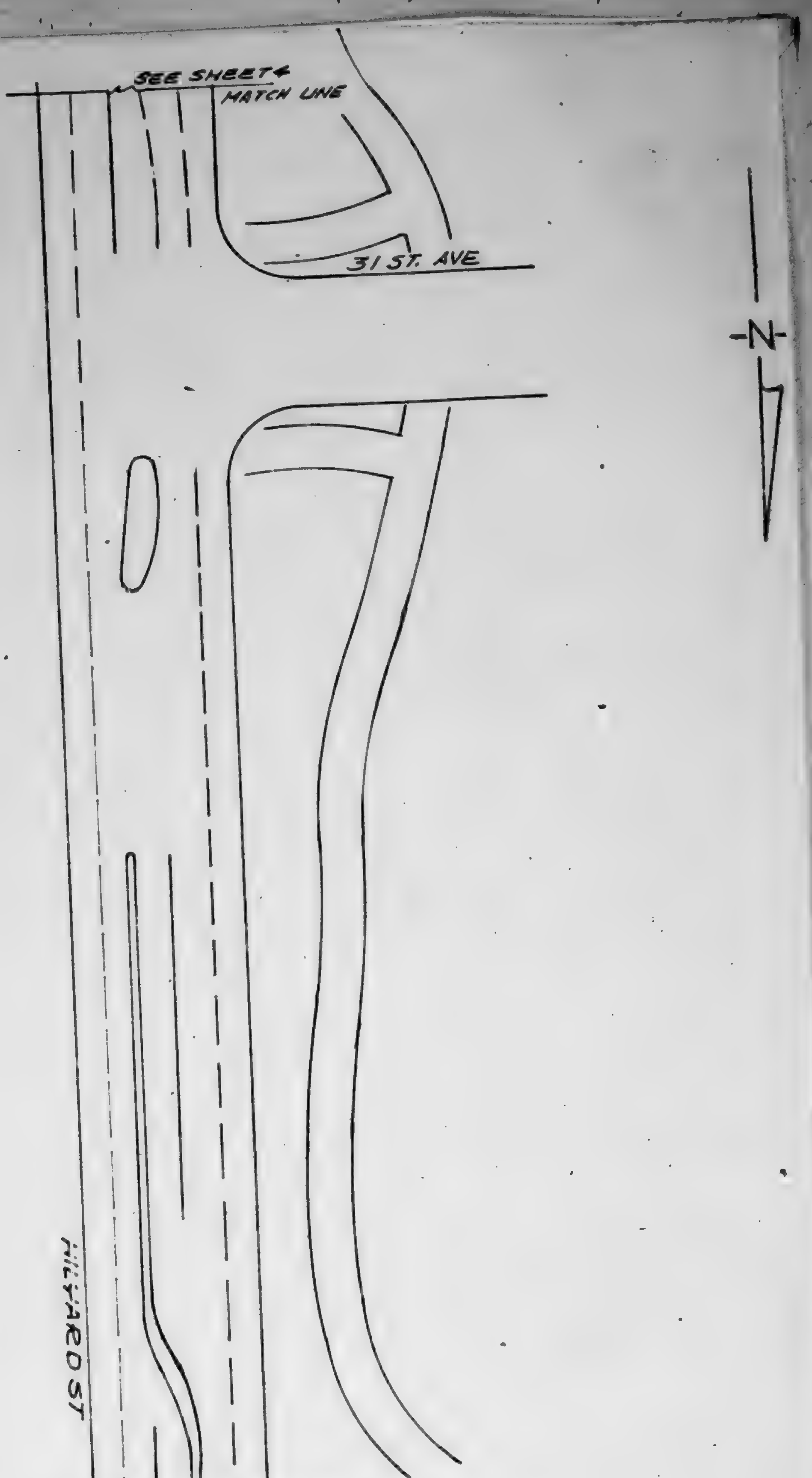
HILYARD & WEST AMAZON DR.
EXISTING CONDITIONS
SHEET 6 OF 6 - ENCL. 2


MATCH LINE SEE SHEET
29TH AVE
2-WAY LEFT TURN LANE
N
29TH AVE
DBL. YELLOW LINE
HILYARD ST

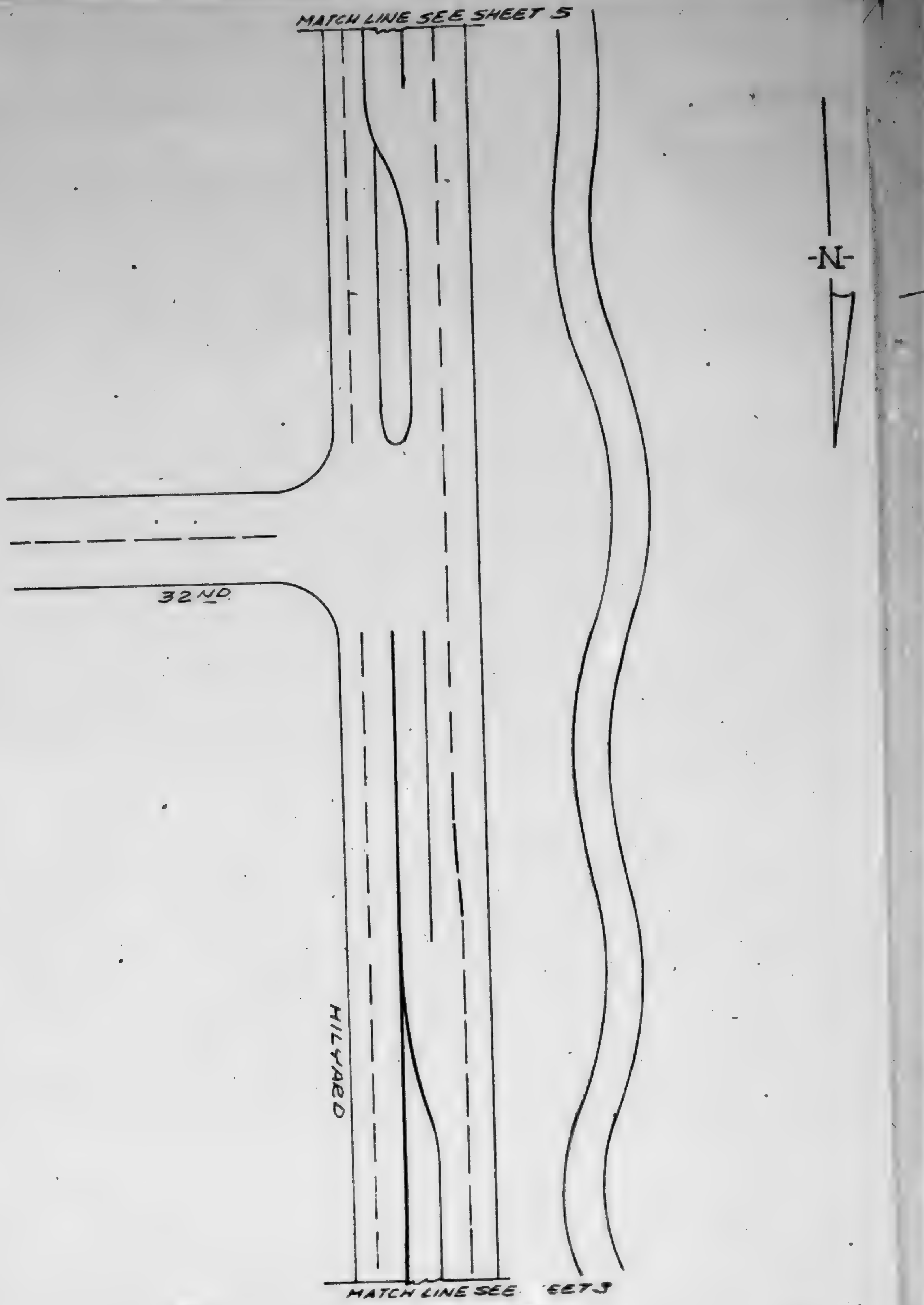
HILYARD FROM 29TH TO SOUTH
PROPOSED CONDITIONS
SHEET 1 OF 6


MATCH LINE SEE
N
PROJECT LIMITS
30TH AVE
PROJECT LIMITS
AMAZON PARKWAY
FUNDING FOR INTERSECTION NOT IN THIS APPLICATION
DBL. YELLOW
MATCH LINE SEE SHEET 1

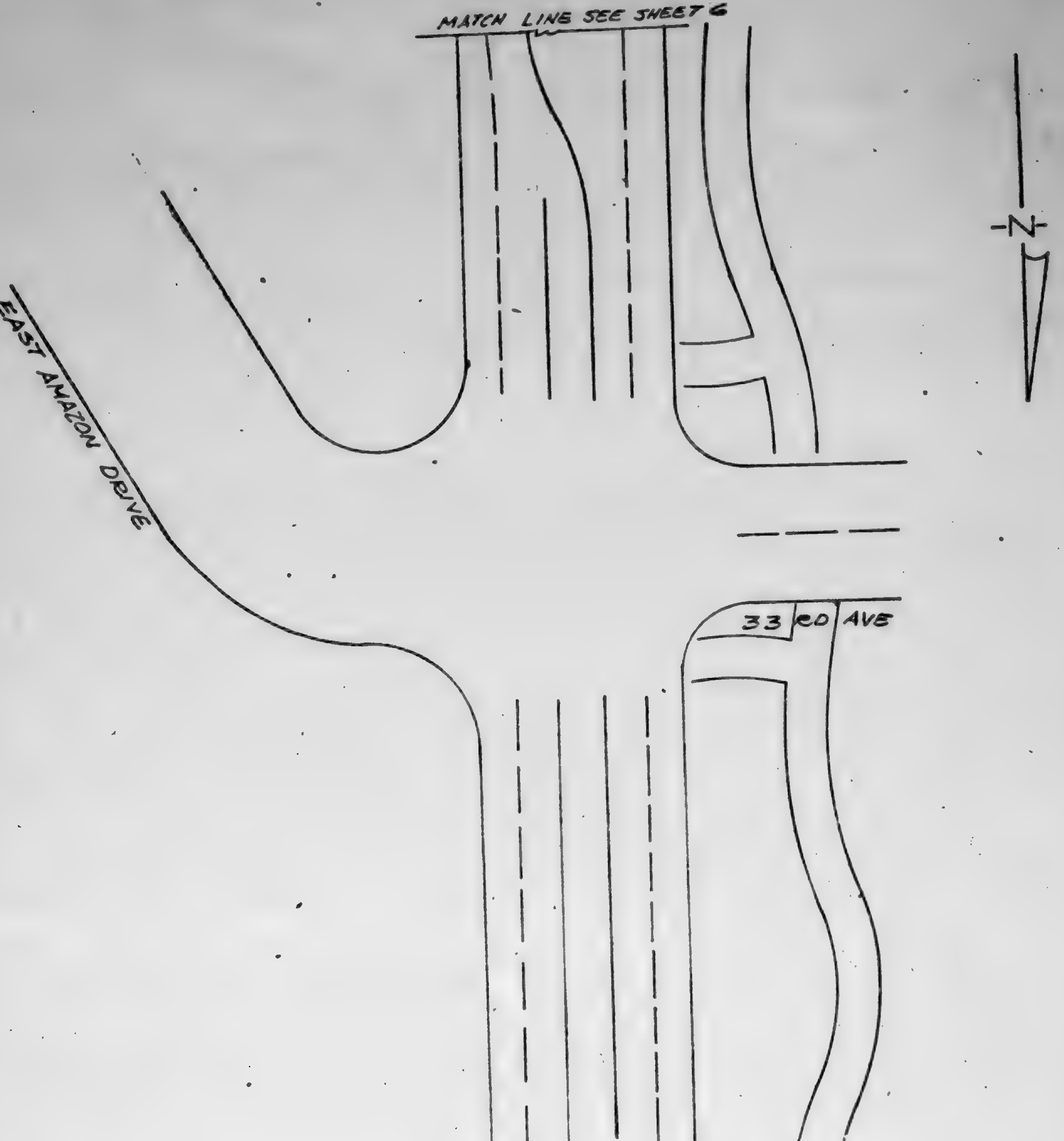
HILYARD FROM SOUTH OF 29TH TO 30TH
PROPOSED CONDITIONS
SHEET 2 OF 6
ENCL. 3


SEE SHEET 4
MATCH LINE
31 ST. AVE
N
HILYARD ST
MATCH LINE
SEE SHEET 2

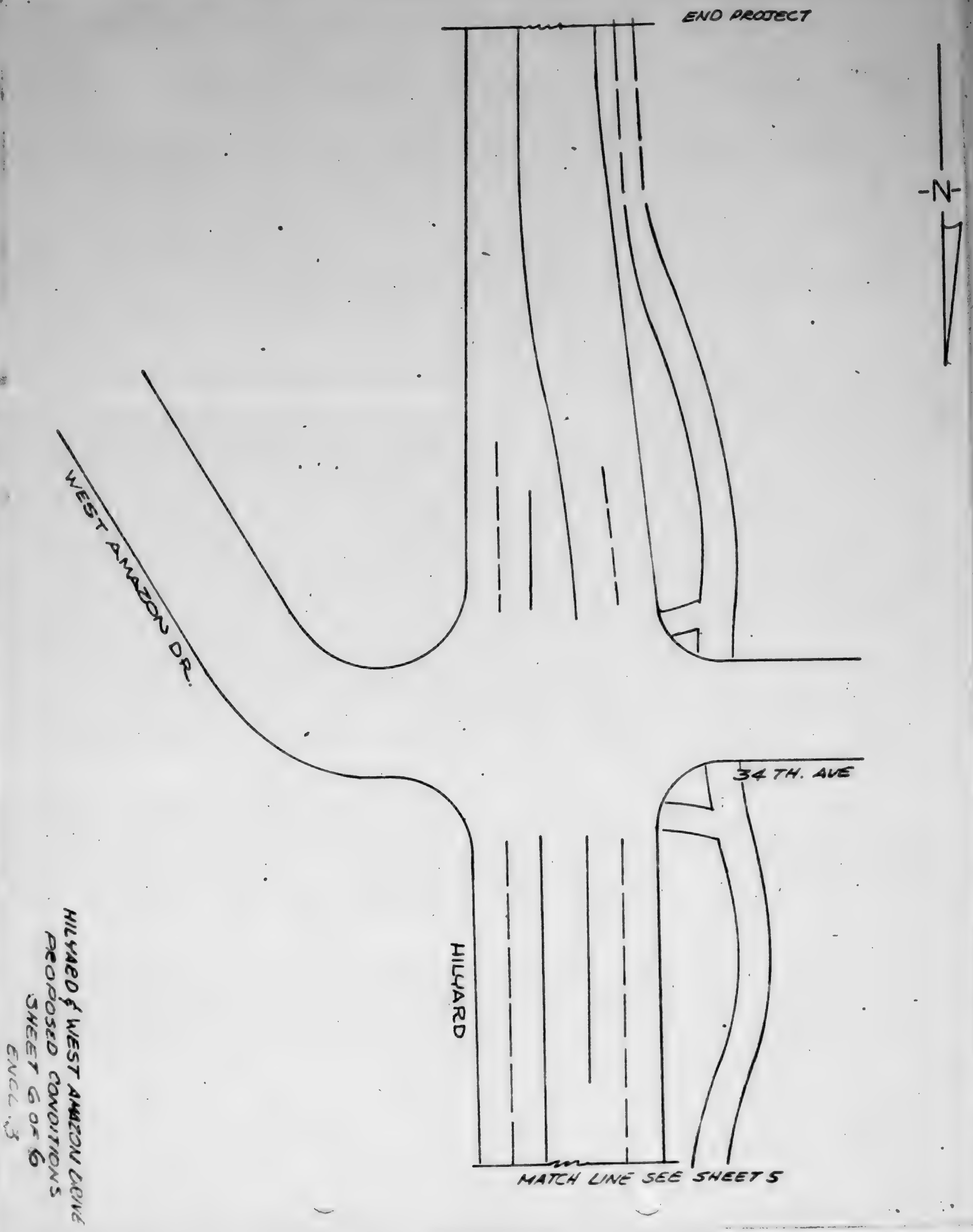
HILYARD FROM NORTH OF 31ST TO 31ST AVE.
PROPOSED CONDITIONS
SHEET 3 OF 6
ENCL. 3


MATCH LINE SEE SHEET 5
-N-
32ND
HILYARD
MATCH LINE SEE SHEET 3

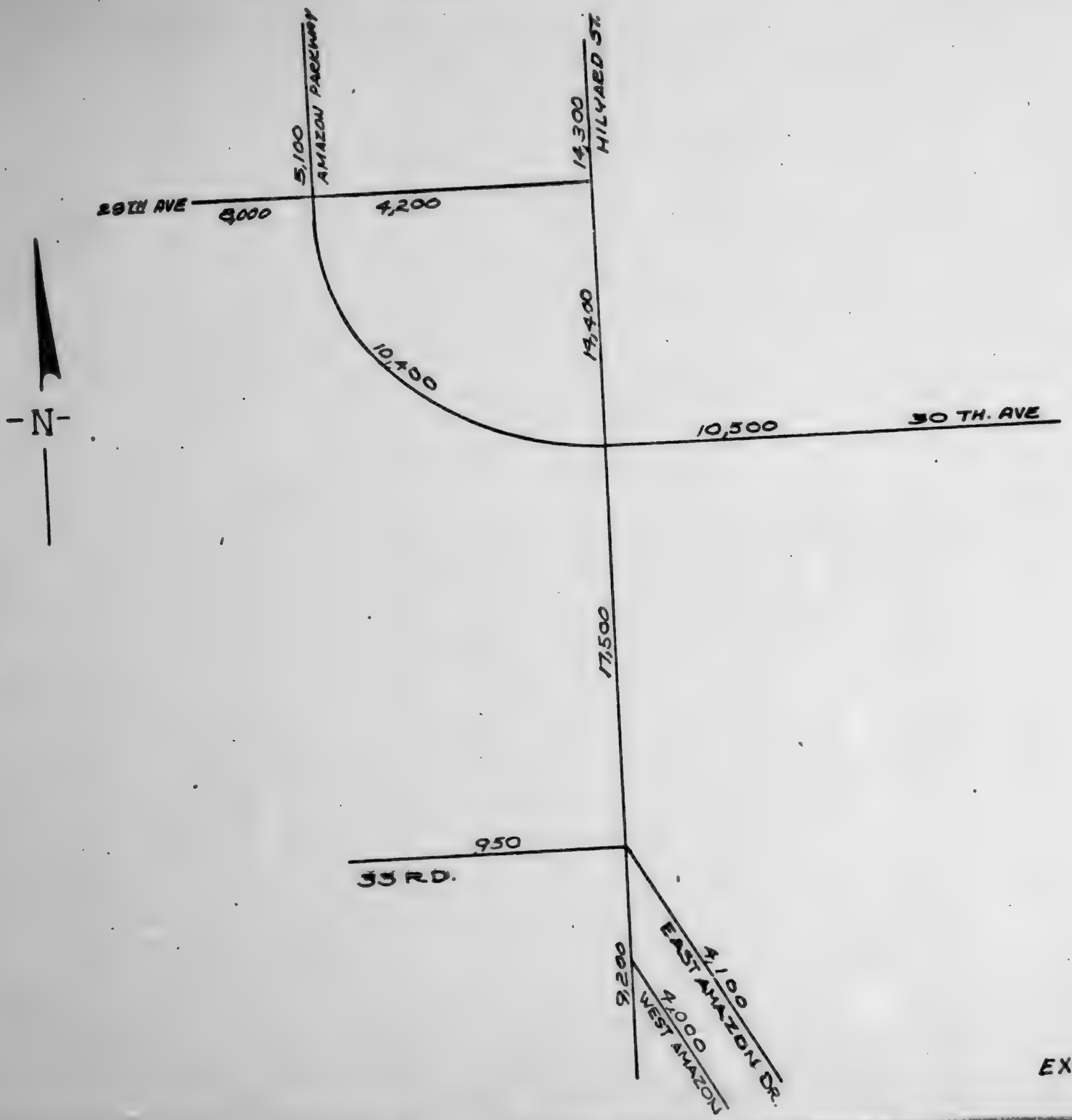
HILYARD FROM SOUTH OF 31ST TO 32ND
PROPOSED CONDITION'S
SHEET 4 OF 6
ENCL. 3


MATCH LINE SEE SHEET 6
N
EAST AMAZON DRIVE
33 RD AVE
HILYARD
MATCH LINE SEE SHEET 4

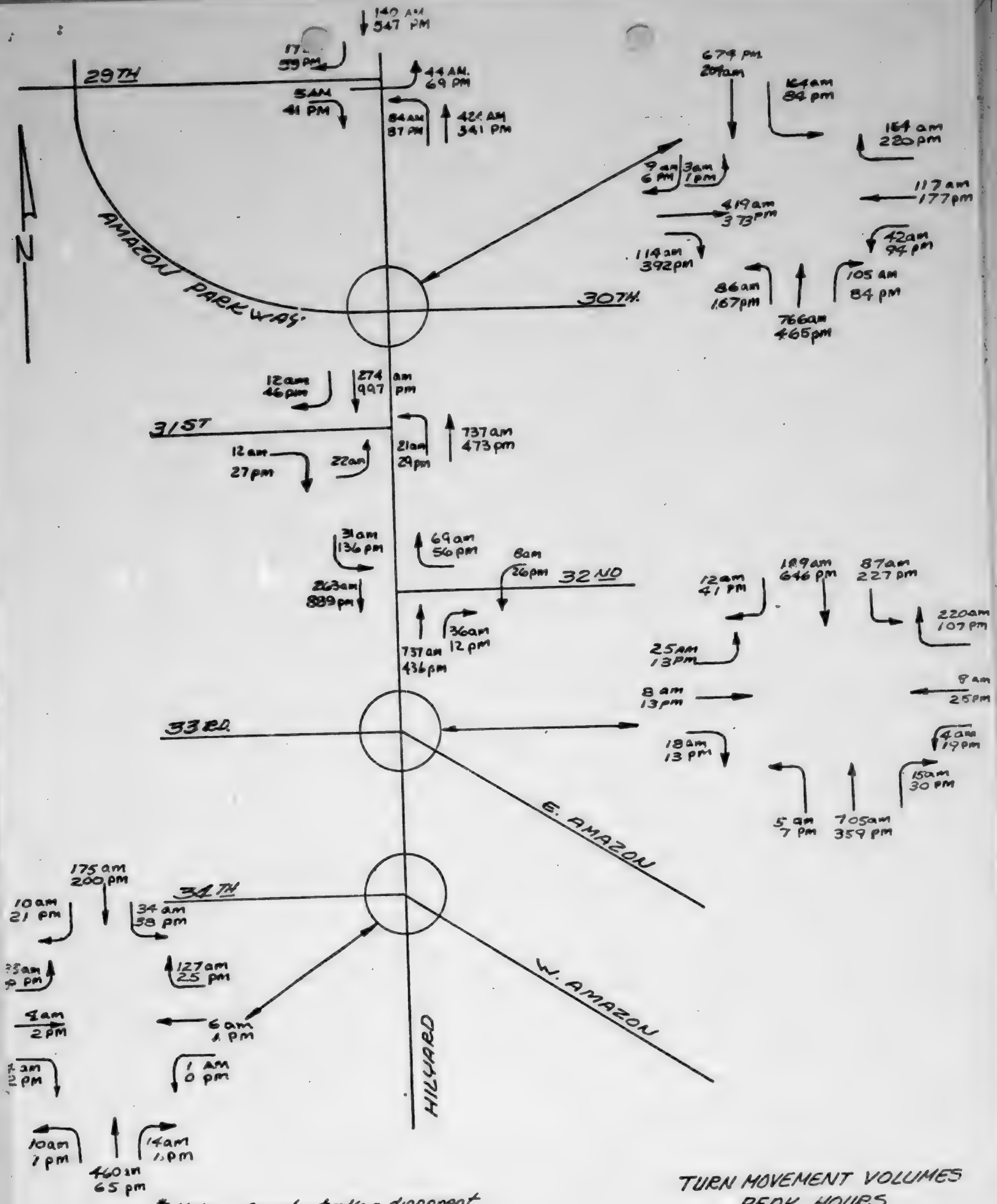
HILYARD BTN 32 & 33 RD
PROPOSED CONDITIONS
SHEET 5 of 6
ENCL. 3


END PROJECT
-N-
WEST AMAZON DR.
34 TH. AVE
HILYARD
MATCH LINE SEE SHEET 5

HILYARD & WEST AMAZON DRIVE
PROPOSED CONDITIONS
SHEET 6 OF 6
ENCL. 3


AMAZON PARKWAY
HILYARD ST.
5,100
14,300
29TH AVE
8,000
4,200
14,400
10,400
10,500
30 TH. AVE
-N-
17,500
950
33 RD.
9,200
4,000
WEST AMAZON
4,100
EAST AMAZON DR.

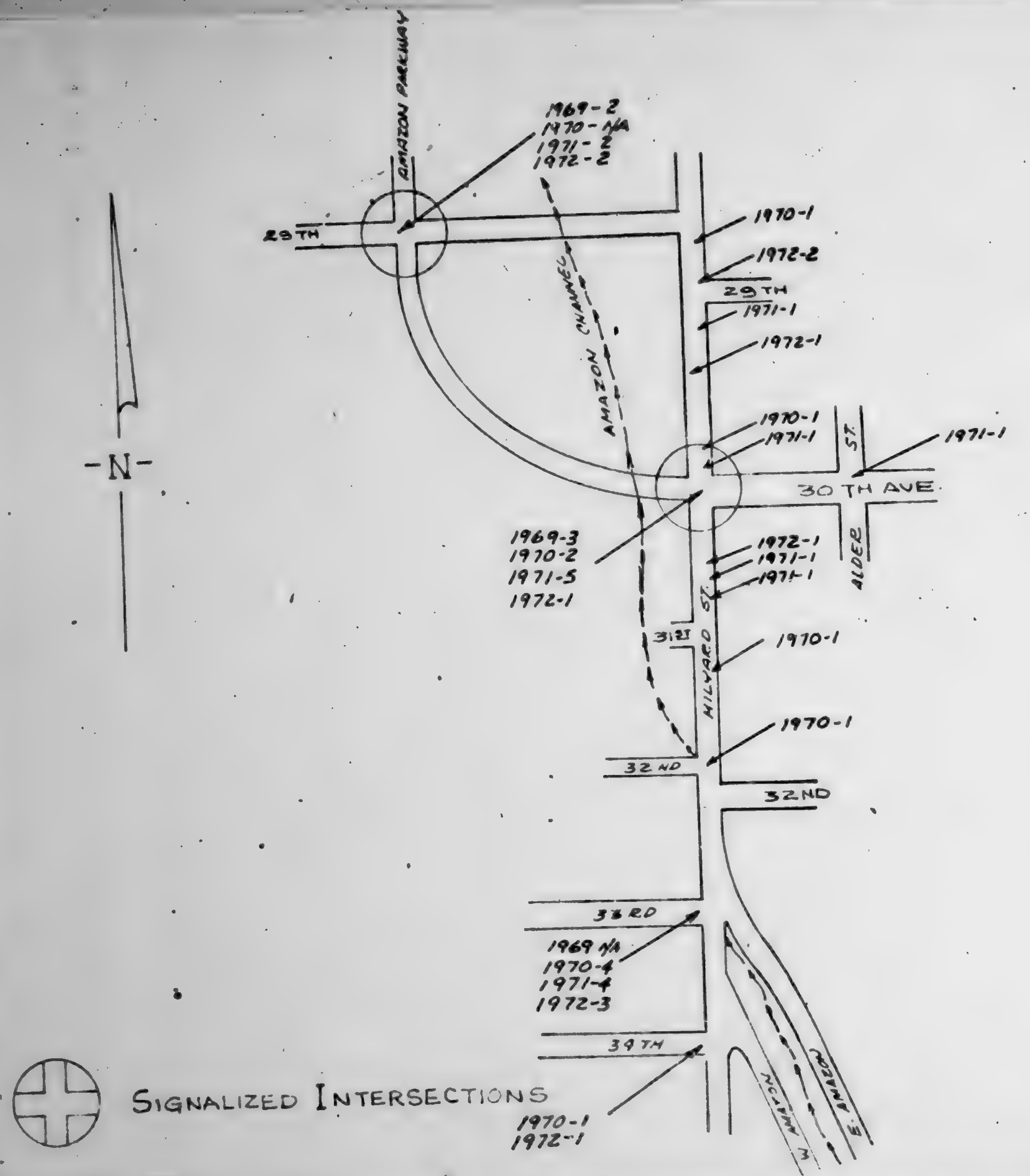
EXISTING TRAFFIC VOLUMES
ENCL. 4


140 AM
547 PM
17
59 PM
29TH
44 AM.
69 PM
5 AM
41 PM
84 AM
87 PM
42 AM
341 PM
N
AMAZON PARKWAY
30TH.
674 PM
204 am
164 am
84 pm
164 am
220 pm
9 am
6 PM
3 am
1 pm
419 am
373 pm
117 am
177 pm
114 am
392 pm
42 am
94 pm
86 am
167 pm
766 am
465 pm
105 AM
84 PM
12 am
46 pm
274 am
997 pm
31ST
737 am
473 pm
12 am
27 pm
22 am
21 am
29 pm
31 am
136 pm
69 am
56 pm
8 am
26 pm
32ND
263 am
889 pm
737 am
436 pm
36 am
12 pm
12 am
41 PM
189 am
646 PM
87 am
227 pm
220 am
107 pm
25 AM
13 PM
8 am
13 pm
8 am
25 PM
33RD.
18 am
13 pm
4 am
19 pm
15 am
30 PM
5 am
7 PM
705 am
359 pm
E. AMAZON
175 am
200 pm
34TH
10 am
21 pm
34 am
58 pm
5 am
9 pm
127 am
25 pm
8 am
2 PM
6 am
1 PM
2 am
2 PM
1 AM
0 pm
10 am
7 pm
460 am
65 pm
14 am
1 pm
W. AMAZON
HILYARD

* Note : Counts taken different
days of Week @ each
intersection.

TURN MOVEMENT VOLUMES
PEAK HOURS

ENCL. 5


-N-
AMAZON PARKWAY
1969-2
1970-N/A
1971-2
1972-2
29TH
AMAZON CHANNEL
1970-1
1972-2
29TH
1971-1
1972-1
1970-1
1971-1
ST.
1971-1
30 TH AVE.
1969-3
1970-2
1971-5
1972-1
1972-1
1971-1
1971-1
ALDER
31ST
HILYARD ST.
1970-1
1970-1
32ND
32ND
33RD
1969 N/A
1970-4
1971-4
1972-3
39TH
W. AMAZON
E. AMAZON
1970-1
1972-1
SIGNALIZED INTERSECTIONS

ENCL. 6

ACCIDENT HISTORY
FOR 1969-70-71-72

9289

2.

TOPICS PROJECT
REPORT

Hilyard from 29th Avenue to
West Amazon Parkway
Amazon Parkway from 29th Avenue
to Hilyard Street
Thirtieth Avenue from Hilyard
to Kincaid St.

APRIL 1971

Public Works Department
Traffic Engineering Division
City of Eugene, Oregon

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COUNTY & CITY SECTION
APR 19 1971
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

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Project Description	1
Conditions Requiring Project	1
Widening Justification	1 & 2
Proposed Project Accomplishments	2
Statement Regarding Utilities	2
Right-of-Way	2
Enclosures (Project Drawings)	2

Enclosure 1 - Project Limits Map
" 2 - Hilyard Street Existing Conditions
" 3 - Hilyard Street Proposed
" 4 - Amazon Parkway Existing Conditions
" 5 - Amazon Parkway Proposed Modifications
" 6 - 30th Avenue Existing Conditions
Enclosure 7 - 30th Avenue Proposed Conditions
" 8 - 30th & Hilyard Existing Signalization
" 9 - 30th & Hilyard Proposed Signalization
" 10 - 29th & Amazon Parkway Existing Signalization
" 11 - 29th & Amazon Parkway Proposed Signalization
" 12 - Existing Traffic Volumes
" 13 - Turn Movement Volumes Peak Hours

Project Description

Consists of roadway widening on Hilyard from 240 feet north of 29th Avenue to 240 feet south of West Amazon, Amazon Parkway from 511 feet north of 29th Avenue to Hilyard Street, and 30th Avenue from Hilyard to 580 feet east of Hilyard Street.

Reconstruction of the signals at 30th and Hilyard and 29th Avenue and Amazon Parkway are also included in this project. This reconstruction is necessary due to the roadway widening.

Conditions Requiring Project

Hilyard and Amazon Parkway are two of the three major traffic corridors serving the south Eugene area. The two routes coincide at the intersection commonly known as Hilyard and 30th, with 30th extending easterly to serve Lane Community College and Interstate 5.

Traffic volumes on these corridors is shown on Enclosure 12. Hilyard north and south of 30th has 12,300 and 13,800 vehicles per day. Amazon Parkway west of Hilyard has 8,200 vehicles per day and 30th east of Hilyard has 8,900 vehicles per day.

Amazon Parkway is basically a two-lane facility with separate left turn lanes at 29th and a separate right turn lane at Hilyard. Hilyard is a two-lane facility with channelized (paint or raised) left turns at the various intersections. Thirtieth east of Hilyard is one lane eastbound and two lanes westbound, one of which is a mandatory right turn lane.

The signals at 30th and Hilyard and 29th and Amazon are fully actuated. The loops are set well back causing a need to place settings for vehicle passage high enough for safe passage. This increases the delays due to lost green time.

The obvious problem in this area is the lack of capacity during the peak hours. This generates total cycle lengths of 120 seconds since the volume seems to appear at approximately the same time on each approach, especially in the AM peak period. Traffic regularly backs up on Hilyard in the AM for a distance of 1000-1200 feet and 1200-1500 feet in the PM.

A problem exists on 30th east of Hilyard for westbound traffic. Amazon Parkway west of Hilyard is not wide enough to accommodate two lanes westbound. This causes westbound left turns to block through traffic and the location of vehicle detectors causes vehicles to become trapped due to opposing traffic volumes.

Widening Justification

It is our opinion that the extensive widening proposed is necessary. The reasoning is outlined as follows:

1. On Hilyard, Amazon and 30th, the only practical way to improve capacity is to provide four-lane facilities with channelized left turn lanes.
2. Taking Hilyard first; the benefit would be fully realized only if the widening begins far enough north to provide adequate storage. This would require the widening of Hilyard beginning at a point north of 29th Avenue. This is further necessary in order to retain the established channelized patterns at the intersections.

South of 30th it is felt necessary to extend the widening to a point south of West Amazon. This is because of the established channelized left turn patterns which causes the lane next to the median to be used for entering the left turn refuge lanes (see Enclosure 13). To merge the traffic prior to West Amazon would only tend to mix the vehicles desiring to go south of West Amazon with those desiring to turn left at the various driveways and intersections between 30th and West Amazon.

3. It is necessary to widen Amazon Parkway to a point north of 29th Avenue. This again is due to the need for providing four lanes on 30th east of Hilyard. It is not feasible to merge westbound traffic into one lane between Hilyard and 29th since to do so would only mix the heavy northbound left turns at 29th with the through moves on the Amazon Parkway. It would make much more sense to merge the lanes north of 29th Avenue.

Proposed Project Accomplishments

There is no question that the major benefit that would accrue is an increase in capacity and a major reduction in delay.

Reconstruction of the signals due to the widening will cause a benefit in that it will allow placing detection loops close in. This permits full presence operation which reduces cycle lengths and increases capacity while reducing delay.

Some benefit would also accrue from a safety standpoint since it would allow the separation of westbound left turns at 30th and Hilyard from the eastbound movements.

Utilities

Several franchised utilities are on the streets involved at various locations too numerous to enumerate. A summary of type and street involved is listed below:

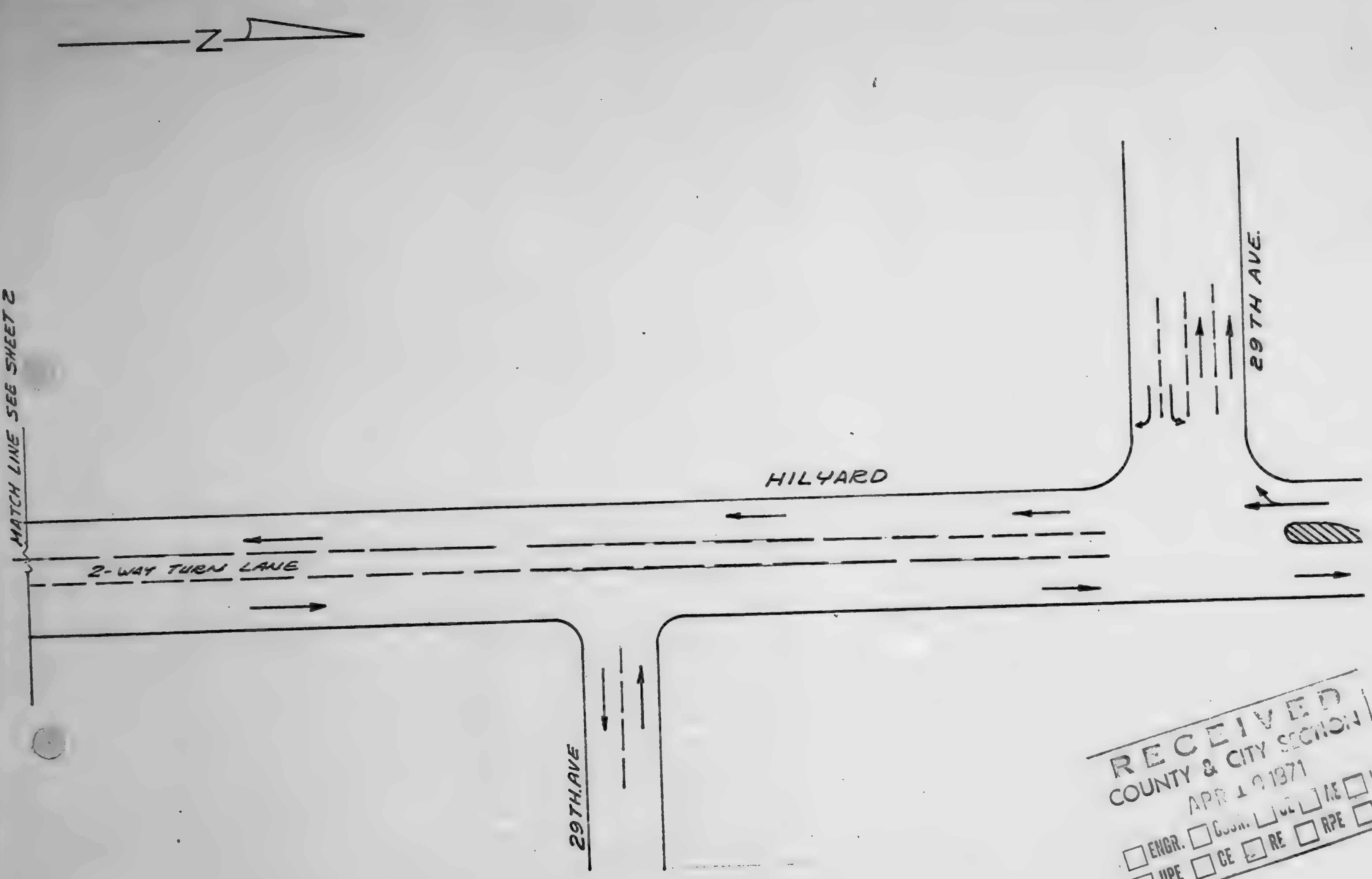
Eugene Water & Electric Board - Overhead and underground
Teleprompter - Overhead
Northwest Natural Gas - Underground
Pacific Northwest Bell Telephone - Underground

Rights-of-Way

Some right-of-way is necessary from Amazon Park on the west side of Hilyard Street. It is our opinion there will be no material damage to the park site and it is anticipated that the sidewalks on the westerly side can be meandered through the park site. It has been anticipated for some time that the widening of Hilyard would require some right-of-way from Amazon Park. The Parks Department are in agreement with the proposed plan.

Enclosures

The proposed work and existing traffic volumes in the vicinity are shown on the attached enclosures.


N
MATCH LINE SEE SHEET 2
2-WAY TURN LANE
HILYARD
29TH.AVE
29 TH AVE.

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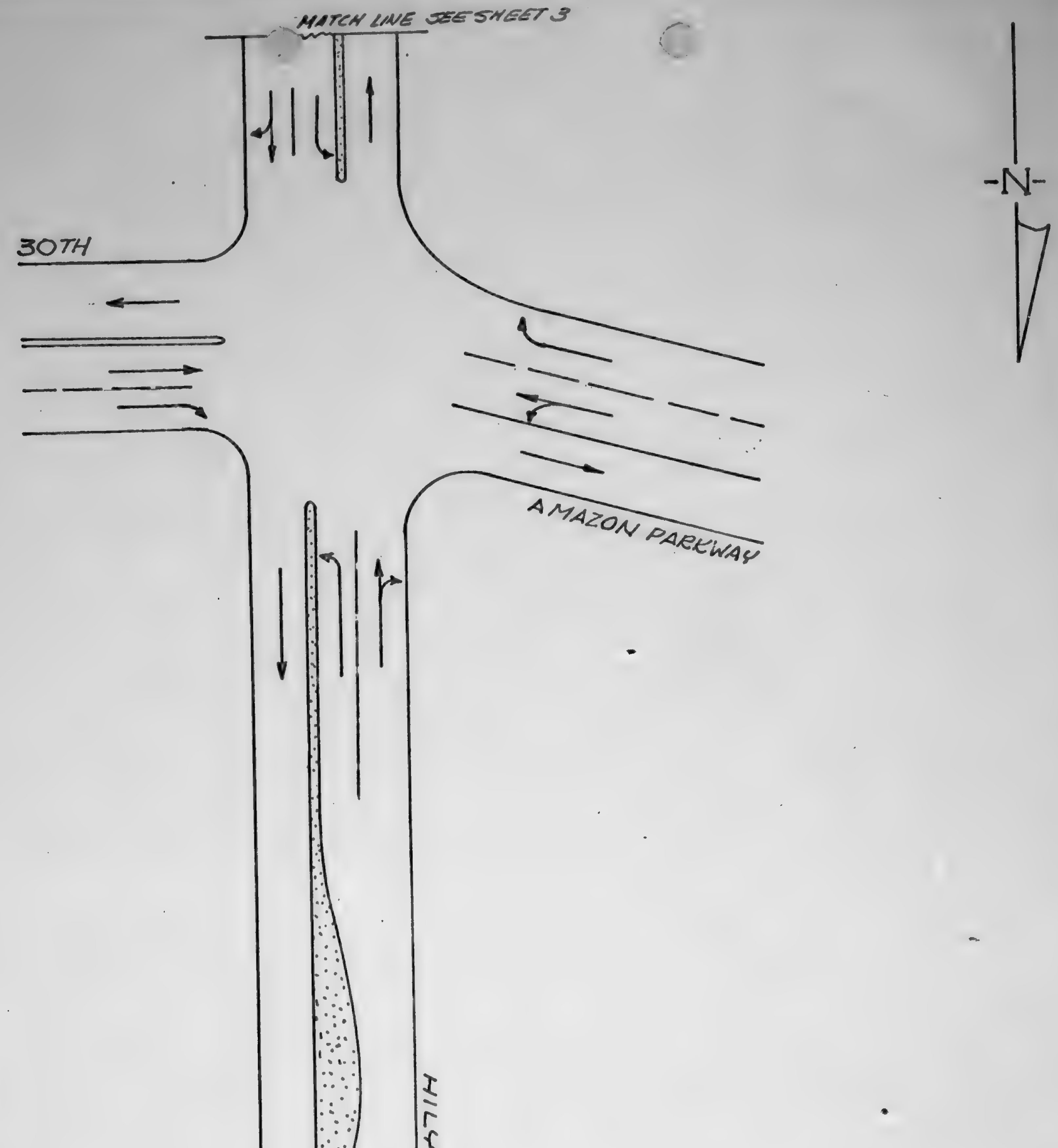
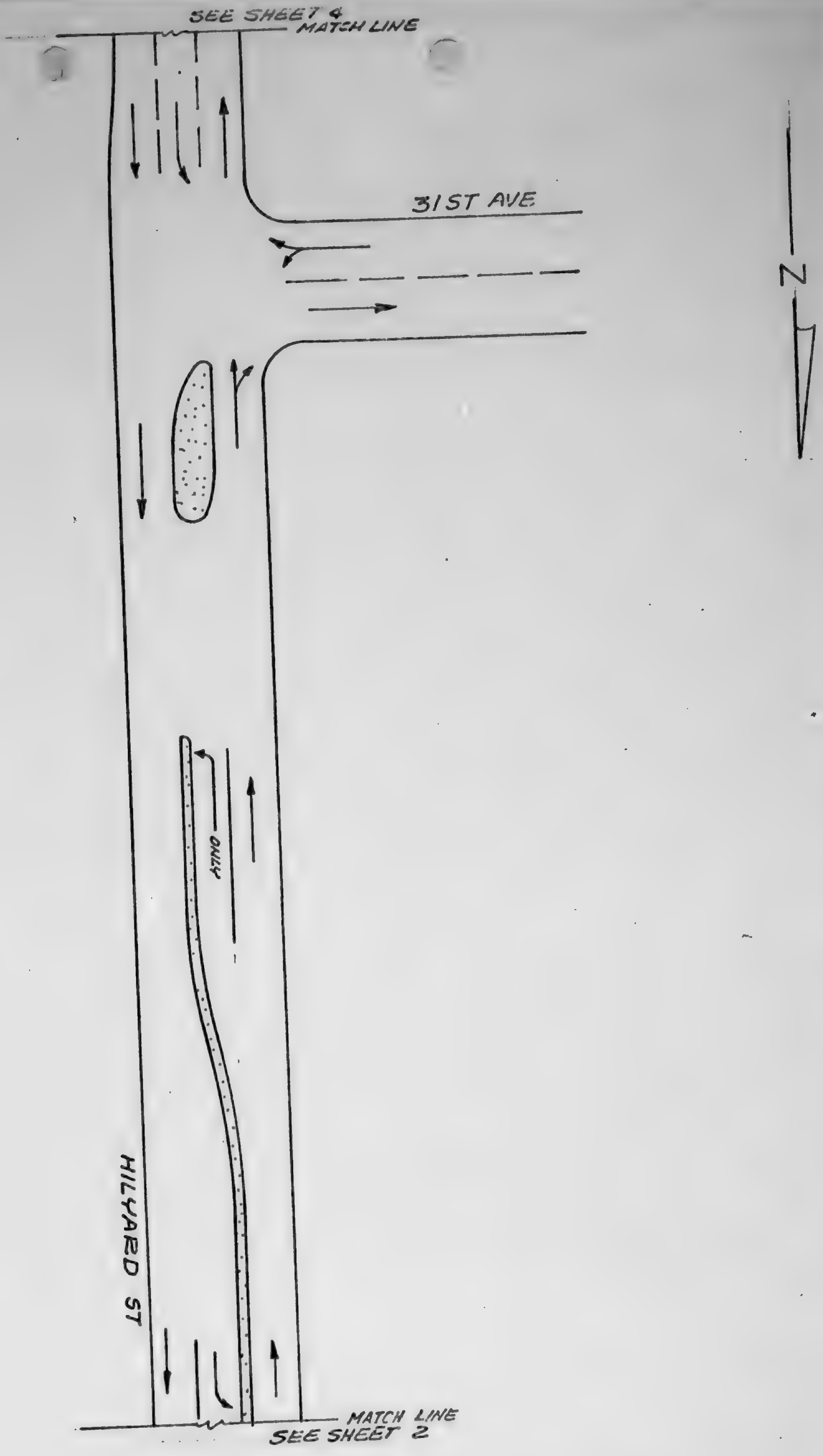
☐ ENGR. ☐ Coor. ☐ UE ☐ TE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

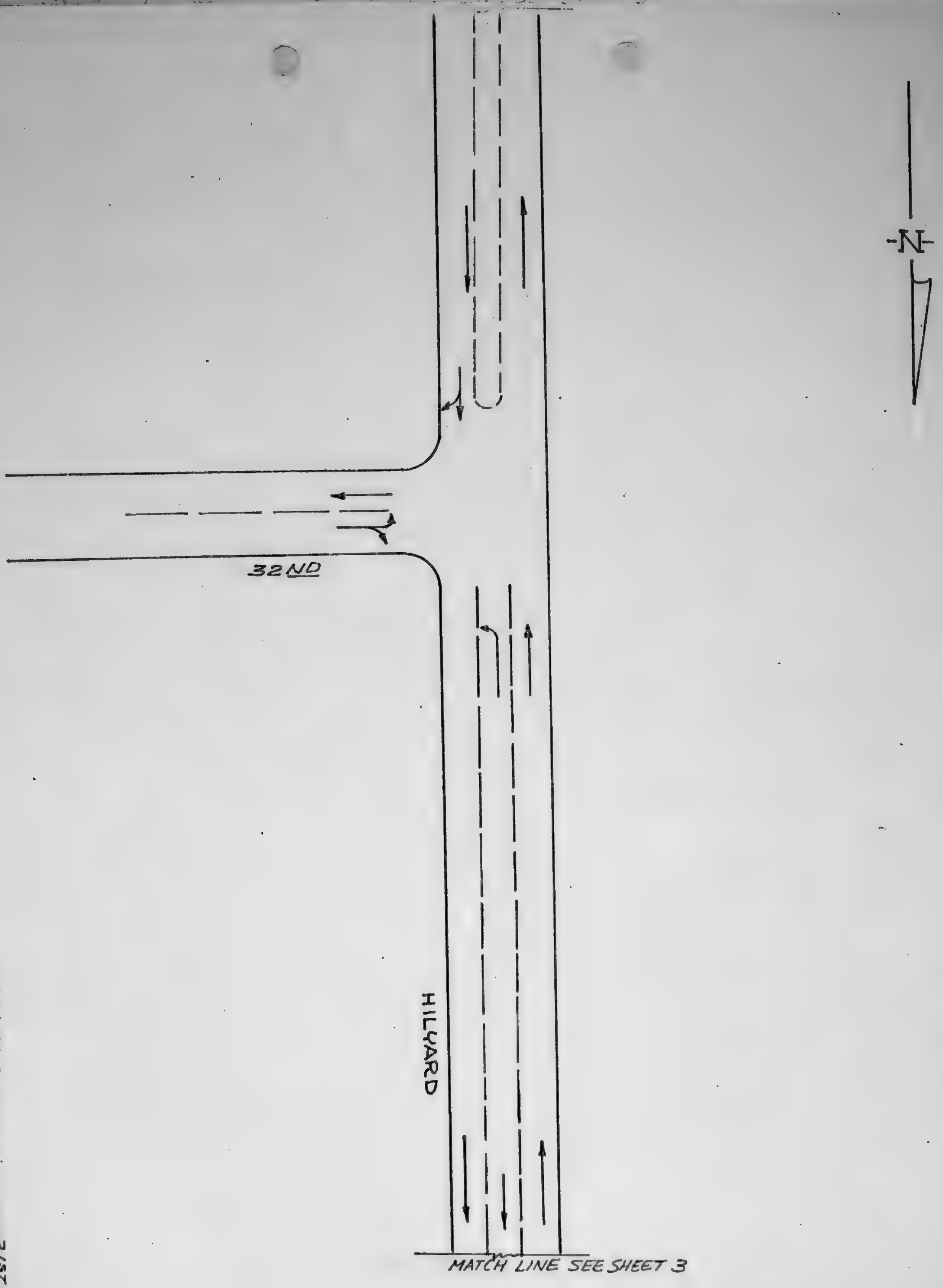
HILYARD from 29TH to South
EXISTING CONDITIONS
SHEET 1 of 6 ENCL. 2


MATCH LINE SEE SHEET 3
-N-
30TH
AMAZON PARKWAY
HILYARD
MATCH LINE SEE SHEET 1

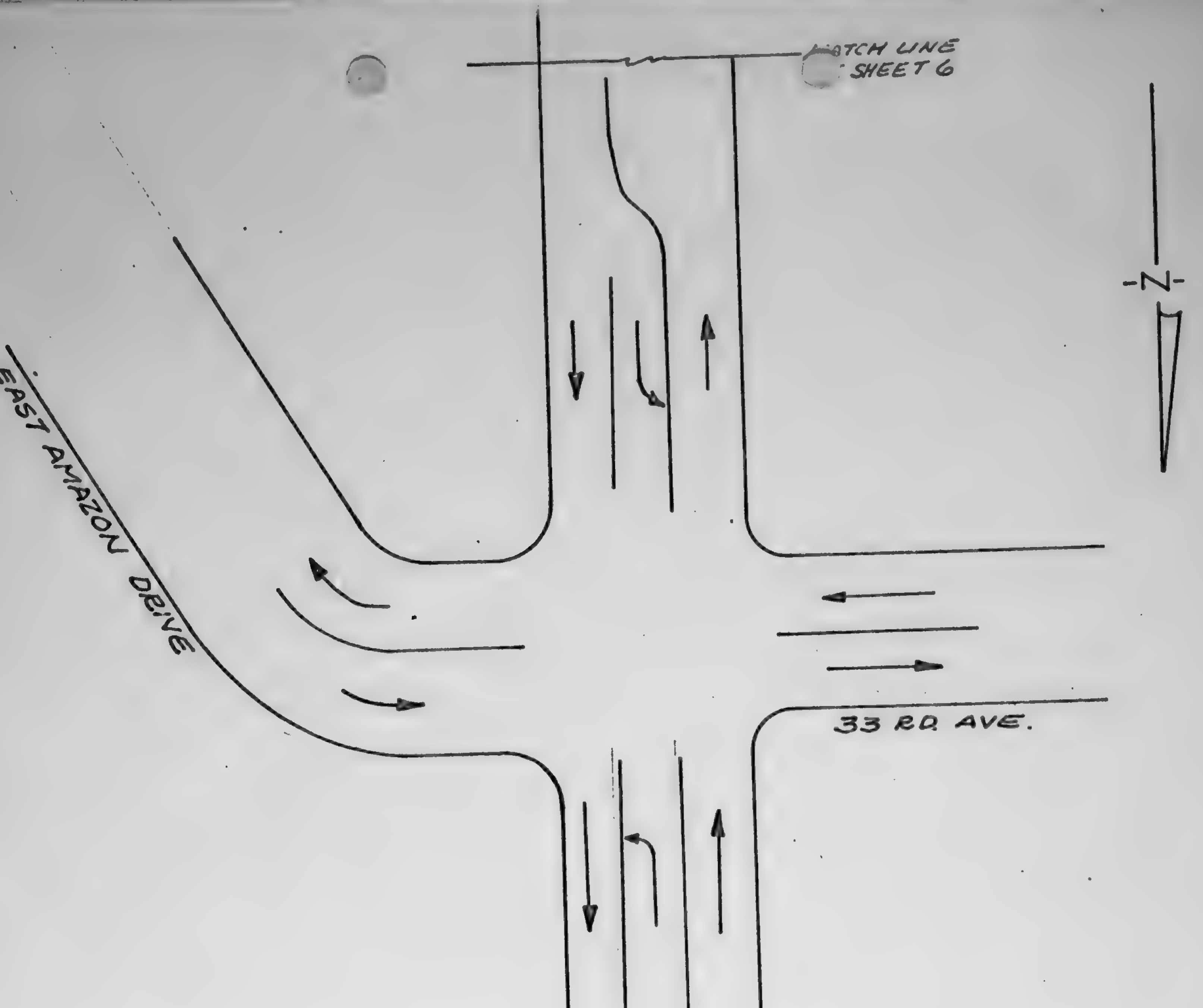
HILYARD from South of 29TH to 30TH
EXISTING CONDITIONS
SHEET 2 of 6 - ENCL. 2


SEE SHEET 4
MATCH LINE
31ST AVE
N
ONLY
HILYARD ST
MATCH LINE
SEE SHEET 2

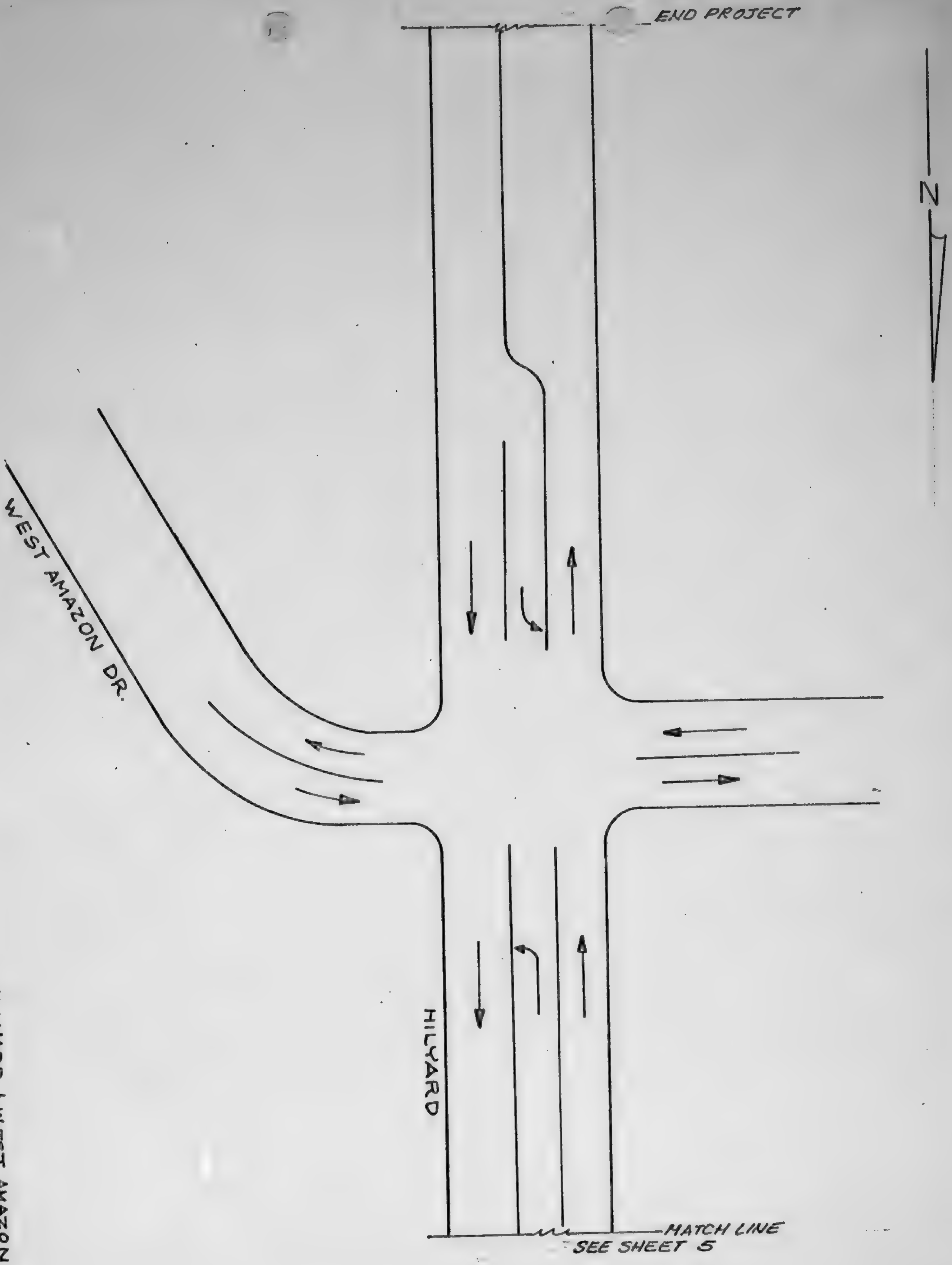
HILYARD NORTH OF 31ST TO 31ST
EXISTING CONDITIONS
SHEET 3 OF 6 - ENCL. 2


-N-
32ND
HILYARD
MATCH LINE SEE SHEET 3

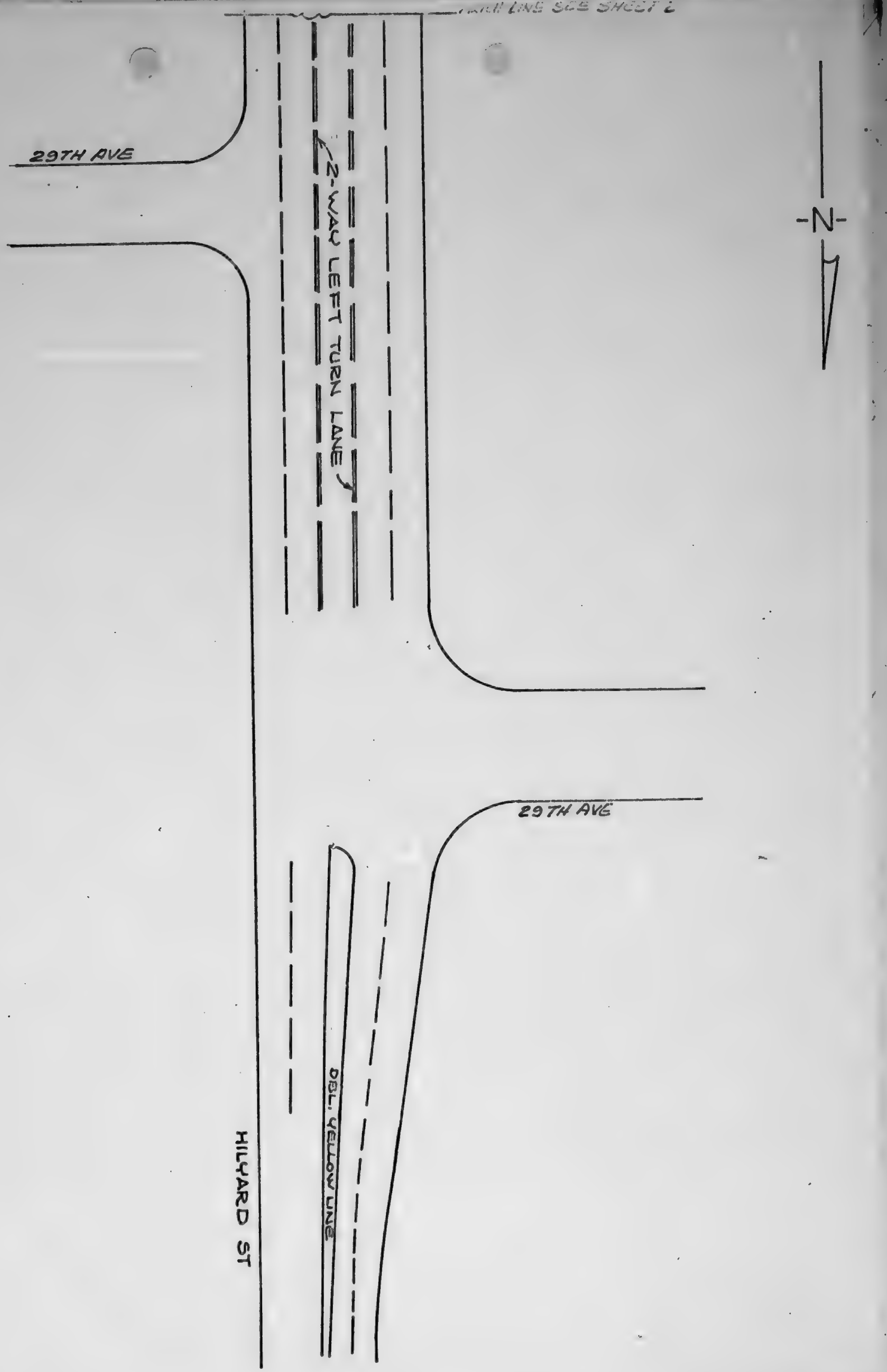
HILYARD FROM SOUTH OF 31ST to 32ND
EXISTING CONDITIONS
SHEET TR'MG ENG L. 2


MATCH LINE
SEE SHEET 6
N
EAST AMAZON DRIVE
33 RD. AVE.
HILYARD
MATCH LINE
SEE SHEET 4.

HILYARD BTN 32ND & 33RD
EXISTING CONDITIONS
SHEET 5 OF 6
ENCL. 2

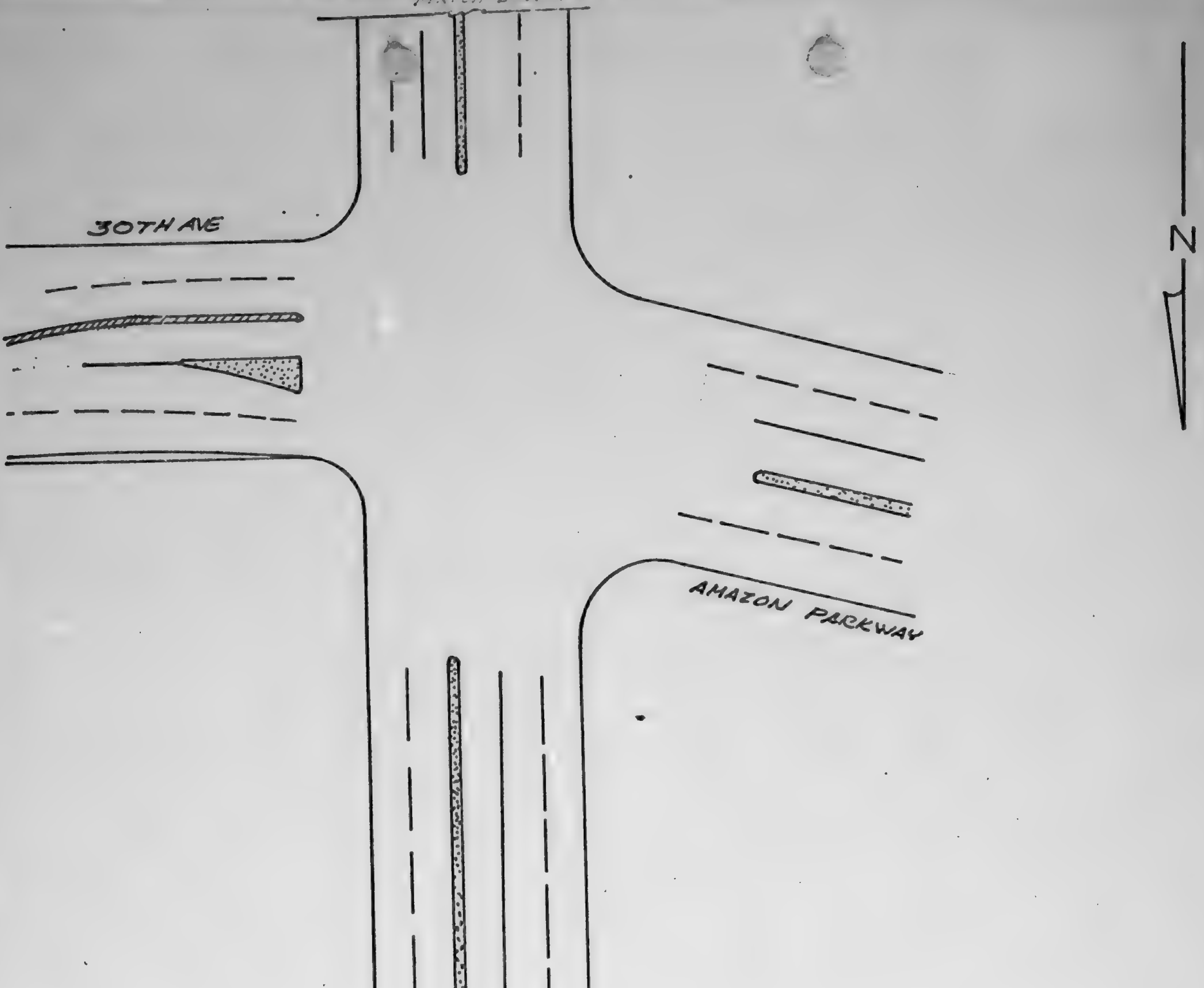

END PROJECT
N
WEST AMAZON DR.
HILYARD
MATCH LINE
SEE SHEET 5

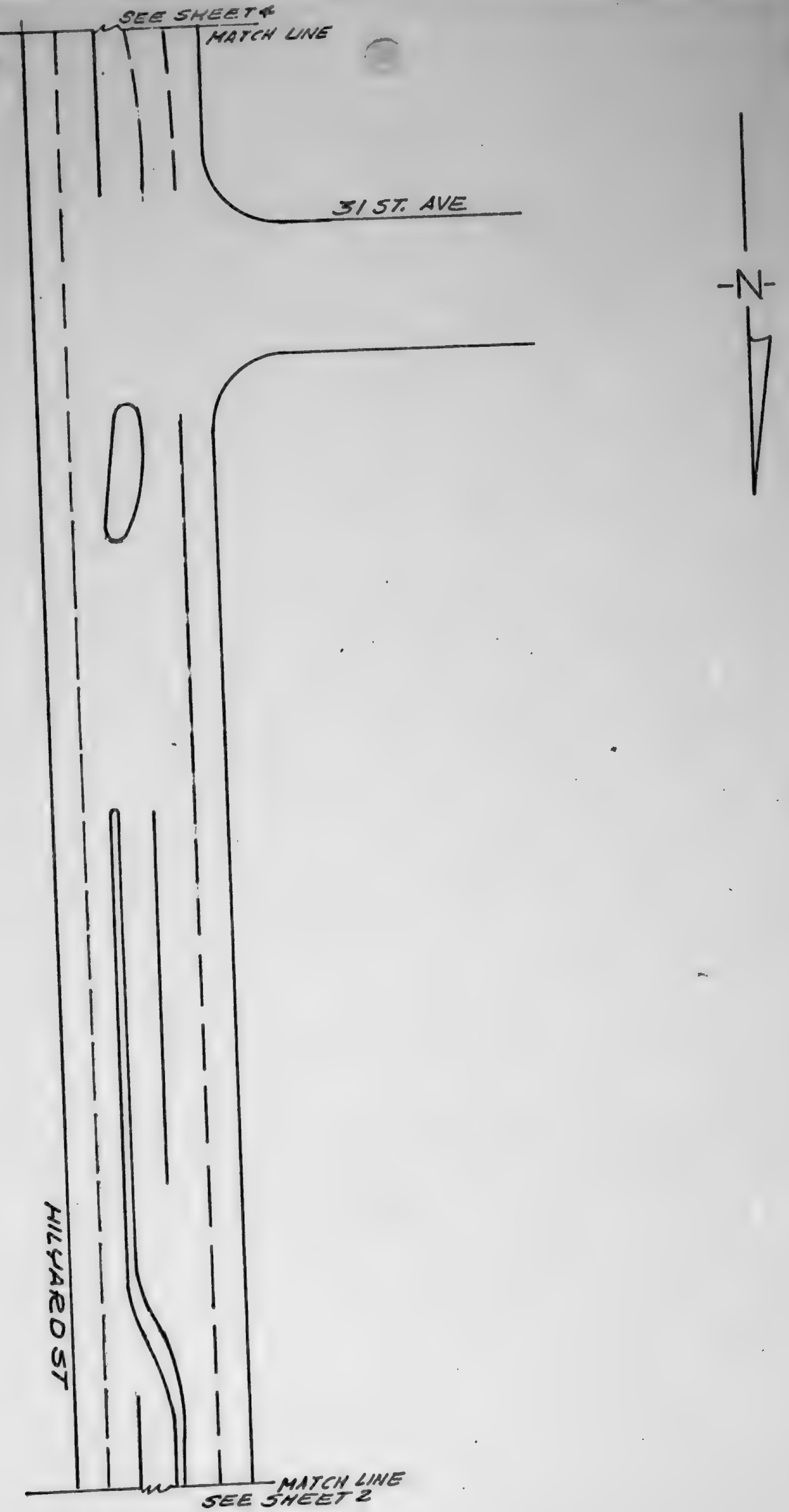
HILYARD & WEST AMAZON DR.
EXISTING CONDITIONS
SHEET 6 of 6 - ENCL. 2


MATCH LINE SEE SHEET 2
29TH AVE
2-WAY LEFT TURN LANE
-N-
29TH AVE
DBL. YELLOW LINE
HILYARD ST

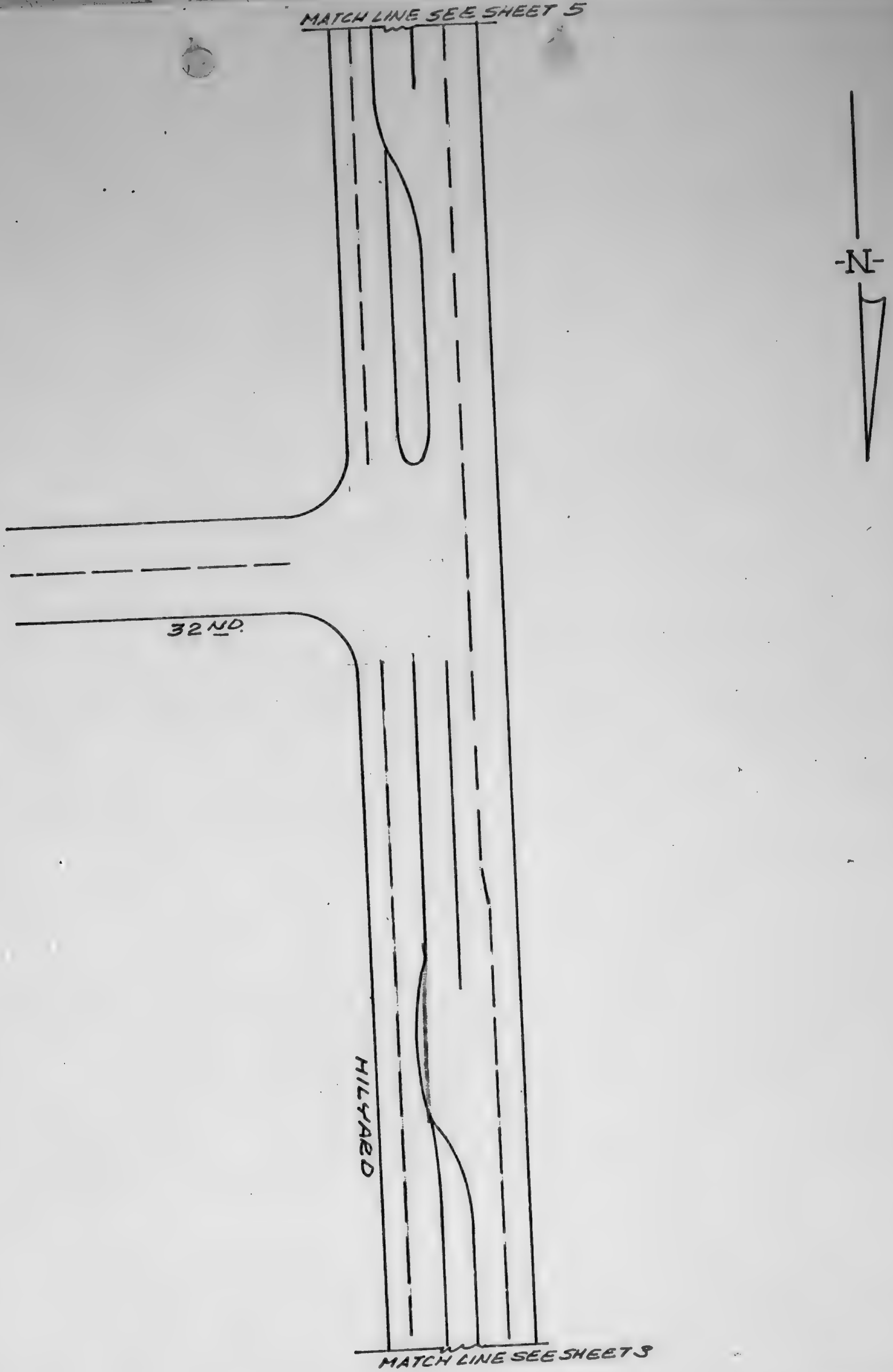
HILYARD FROM 29TH TO SOUTH
PROPOSED CONDITIONS
SHEET 1 OF 6
FALL

HILYARD FROM SOUTH OF 29TH TO 30TH
PROPOSED CONDITIONS
SHEET 2 of 6
[illegible] 7.

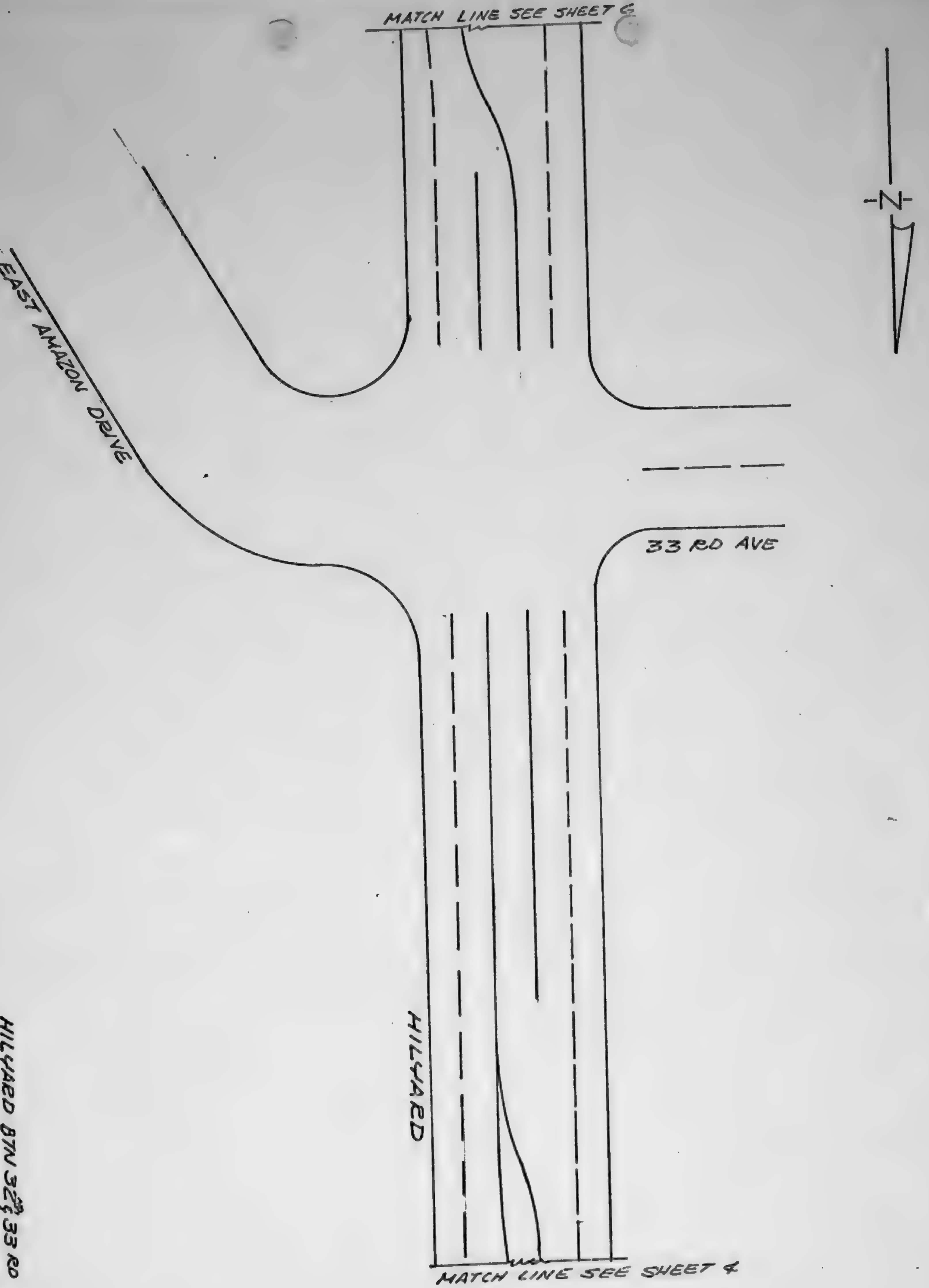

30TH AVE
N
AMAZON PARKWAY
DBL. YELLOW
MATCH LINE SEE SHEET 1


SEE SHEET 4
MATCH LINE
31 ST. AVE
-N-
HILYARD ST
MATCH LINE
SEE SHEET 2

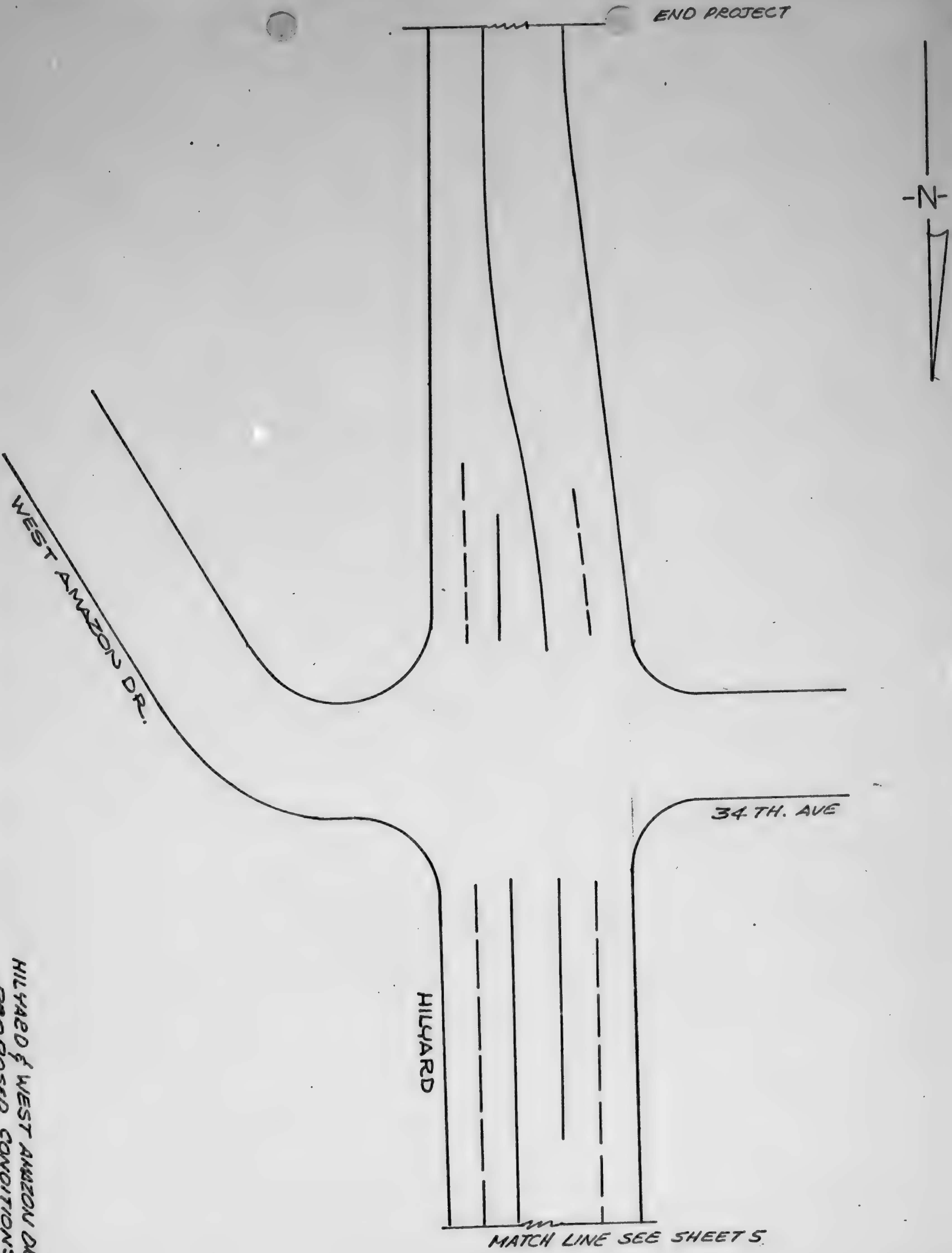
HILYARD FROM NORTH OF 31ST TO 31ST AVE.
PROPOSED CONDITIONS
SHEET 3 OF 6
ENCL. 3


MATCH LINE SEE SHEET 5
-N-
32ND
HILYARD
MATCH LINE SEE SHEET 3

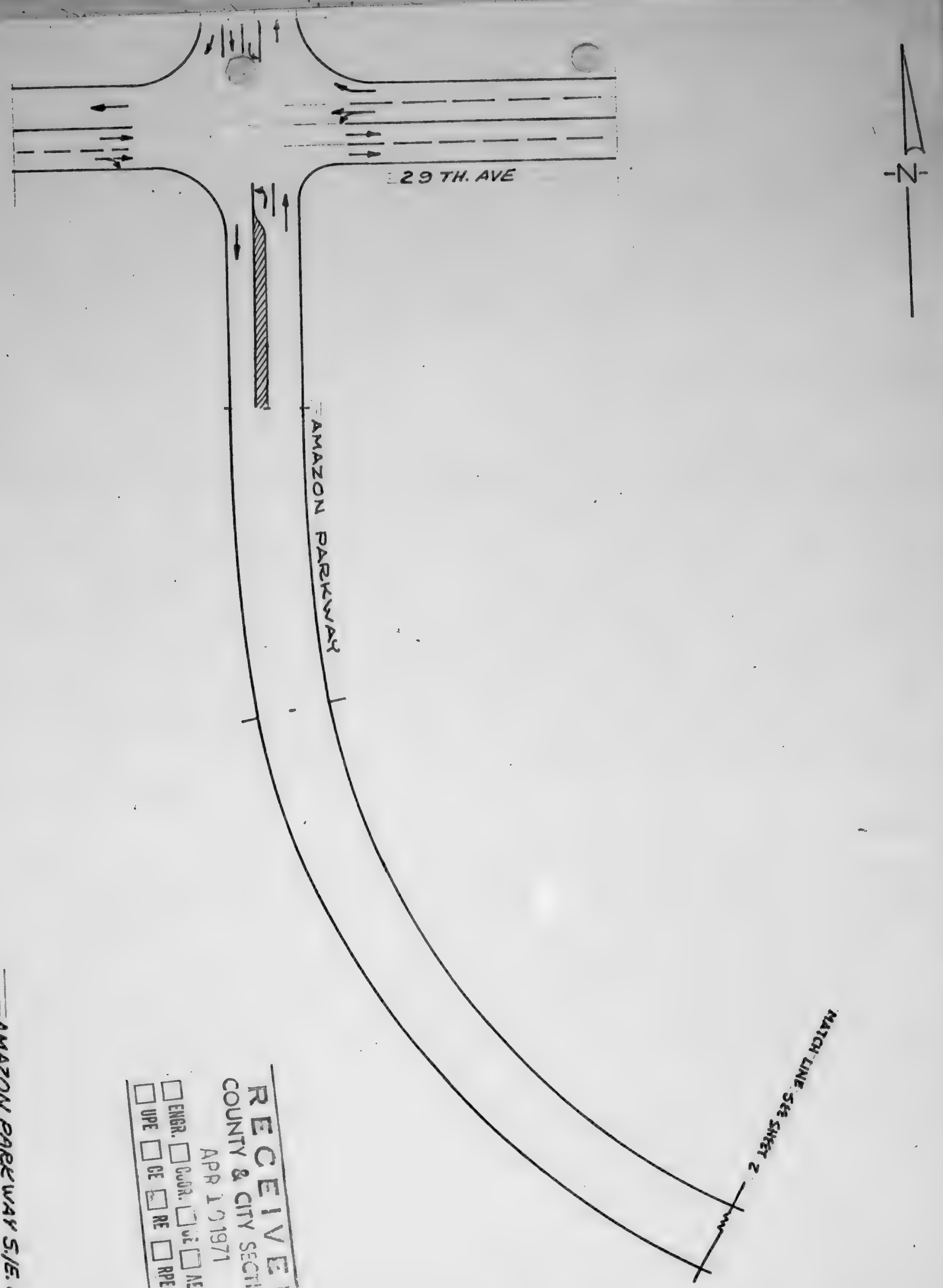
HILYARD FROM SOUTH OF 31ST to 32ND
PROPOSED CONDITIONS
SHEET 4 OF 6
ENCL [illegible]


MATCH LINE SEE SHEET 6
N
EAST AMAZON DRIVE
33 RD AVE
HILYARD
MATCH LINE SEE SHEET 4

HILYARD BTN 32ND & 33 RD
PROPOSED CONDITIONS
SHEET 5 of 6
ENCL. 3

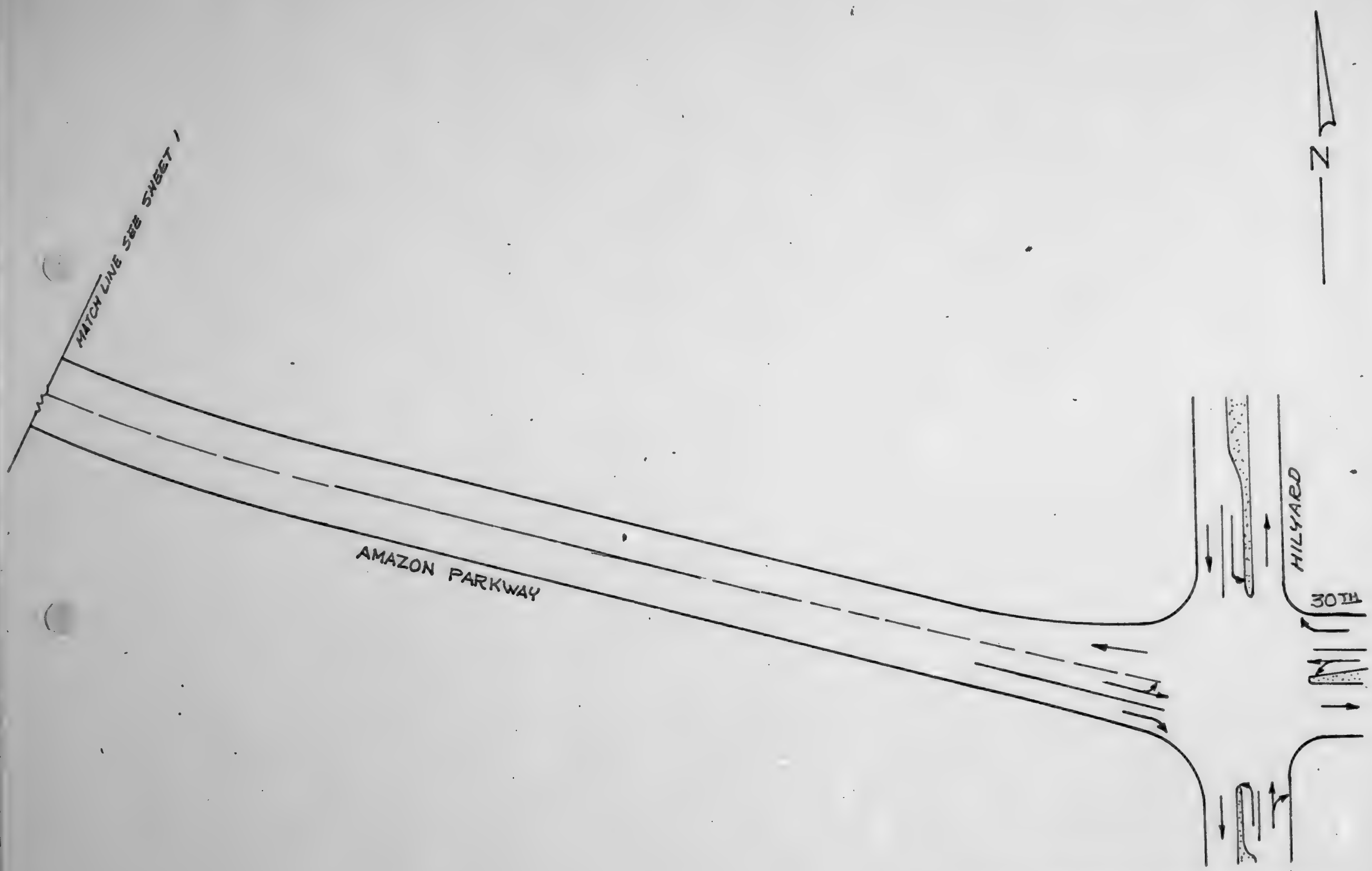

END PROJECT
-N-
WEST AMAZON DR.
34TH. AVE
HILYARD
MATCH LINE SEE SHEET 5

HILYARD & WEST AMAZON DRIVE
PROPOSED CONDITIONS
SHEET 6 OF 6
ENCL. 3


29 TH. AVE
AMAZON PARKWAY
N
MATCH LINE SEE SHEET 2

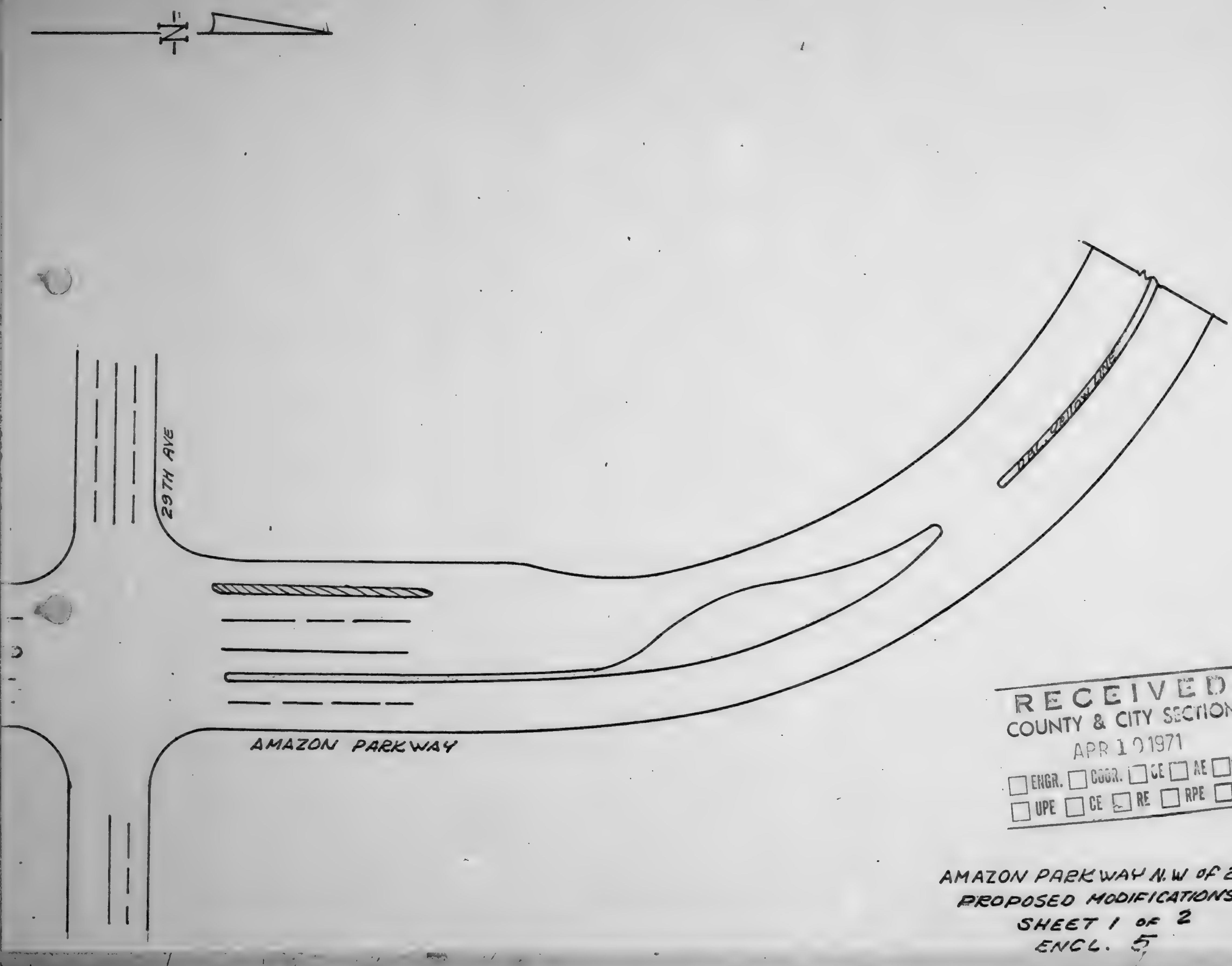
RECEIVED
COUNTY & CITY SECTION
APR 1[illegible] 1971
☐ ENGR. ☐ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

AMAZON PARKWAY S./E. OF 29TH.
EXISTING CONDITIONS
SHEET 1 OF 2
ENCL. 4



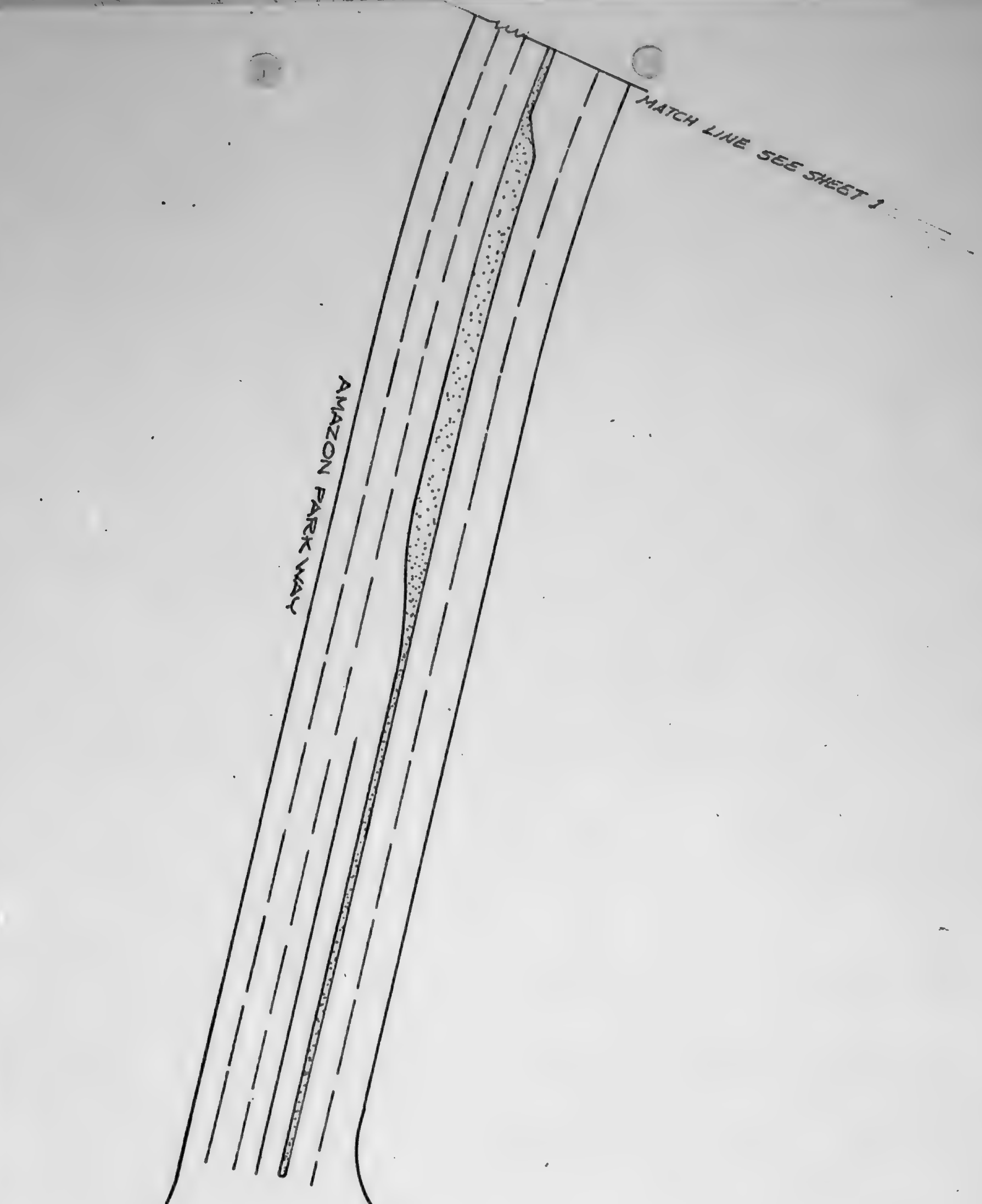
MATCH LINE SEE SHEET 1
AMAZON PARKWAY
HILYARD
30TH
N

AMAZON PARKWAY N/W OF HILYARD
EXISTING CONDITIONS
SHEET 2 OF 2
ENCL. 4

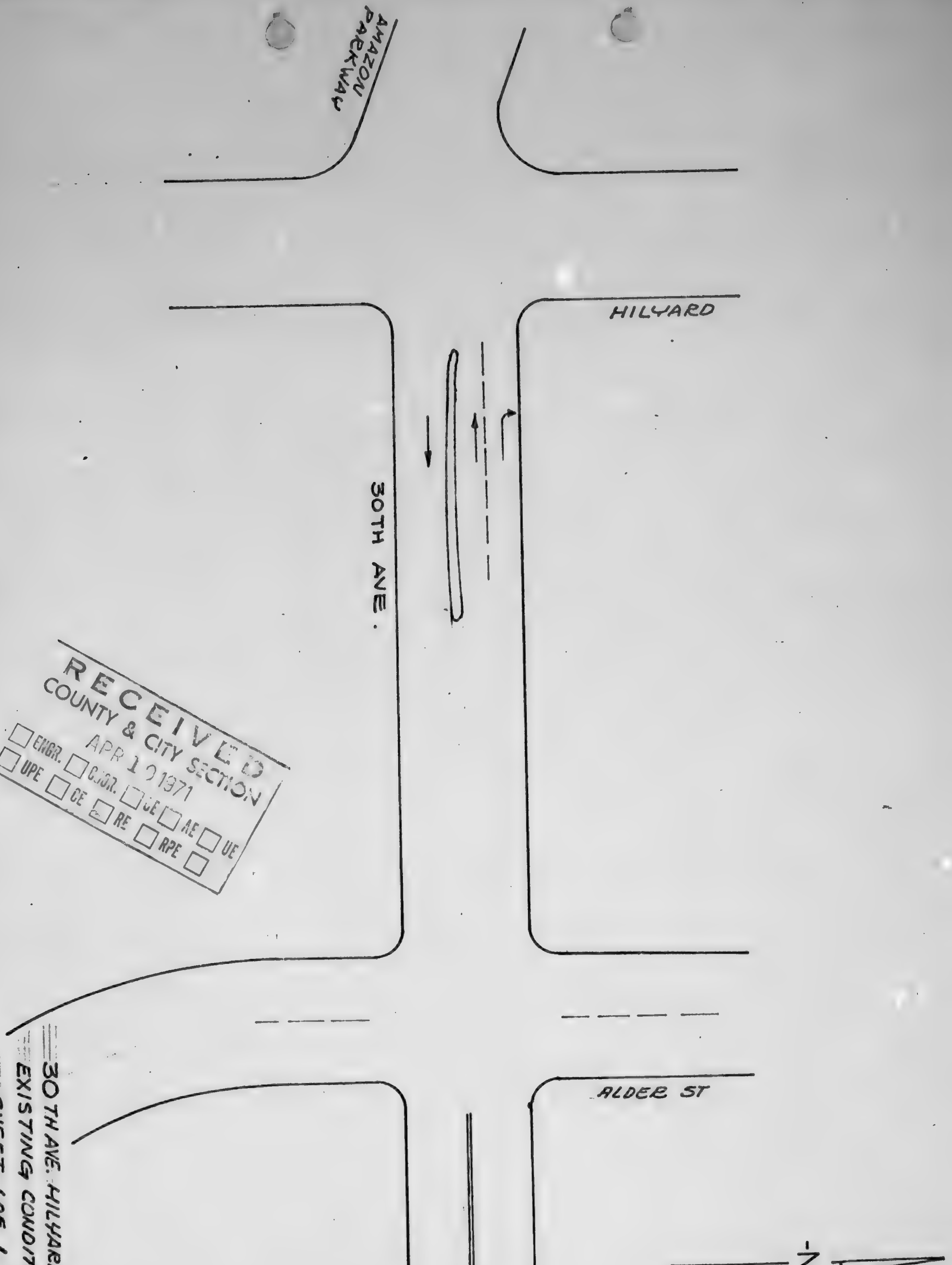

N
29TH AVE
AMAZON PARKWAY
DBL. YELLOW LINE

RECEIVED
COUNTY & CITY SECTION
APR 1 0 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

AMAZON PARKWAY N.W. OF 29TH
PROPOSED MODIFICATIONS
SHEET 1 OF 2
ENCL. 5

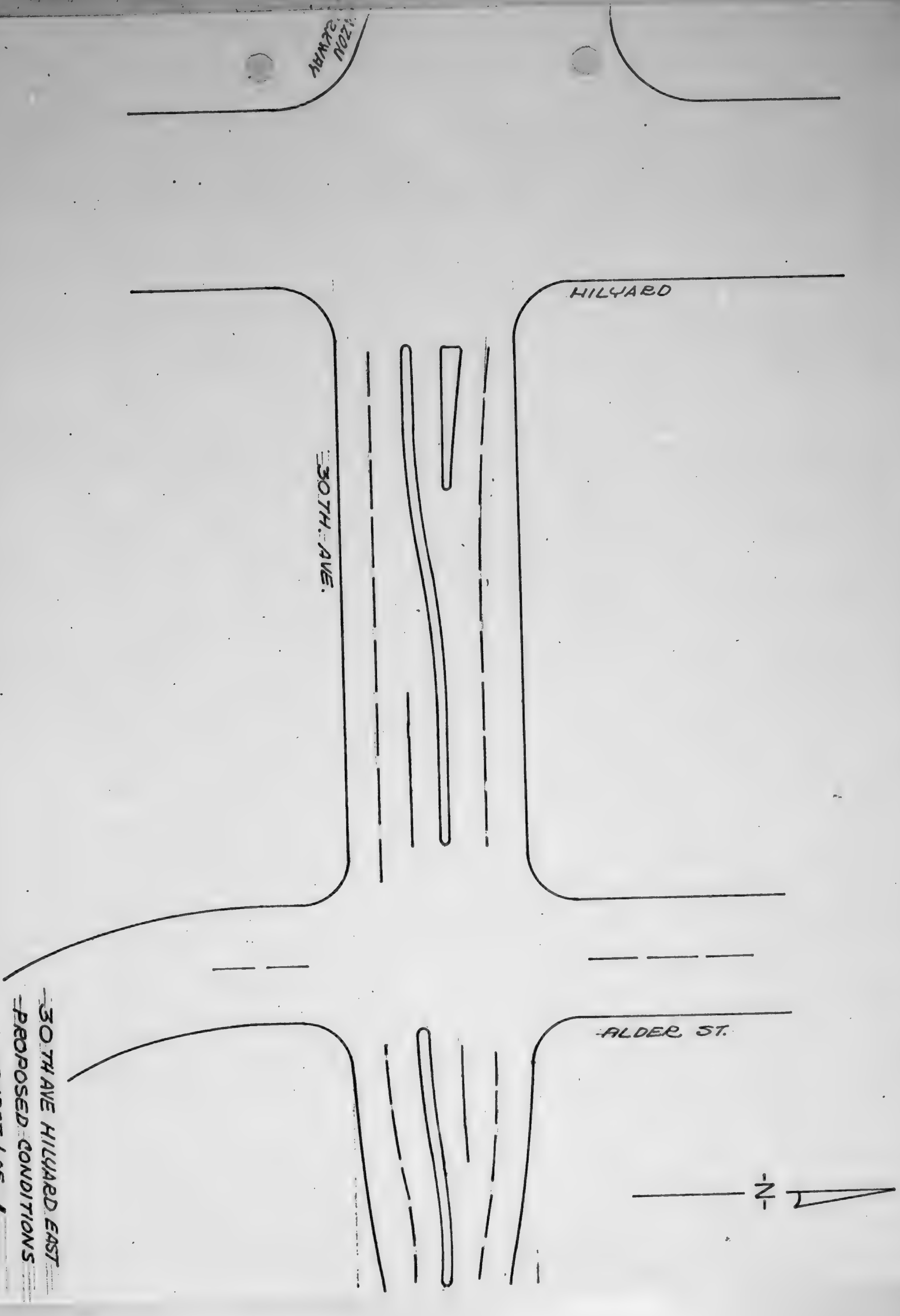

MATCH LINE SEE SHEET 1
AMAZON PARKWAY
HILYARD
30TH
N

AMAZON PARKWAY N/W OF HILYARD
PROPOSED MODIFICATIONS
SHEET 2 OF 2
ENCL. 5

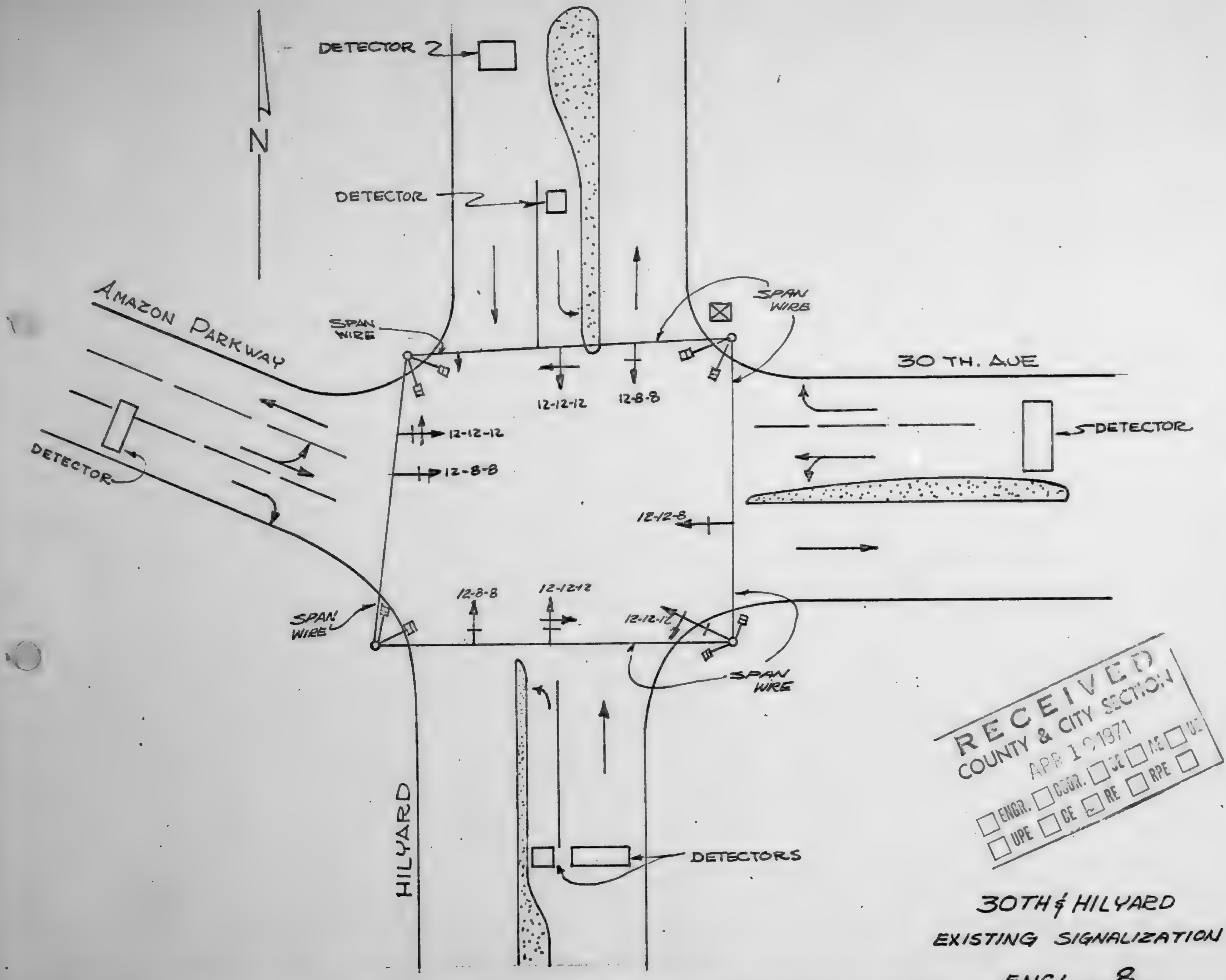

AMAZON PARKWAY
HILYARD
30TH AVE.
ALDER ST
N

RECEIVED
COUNTY & CITY SECTION
APR 19 1971
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

30TH AVE. HILYARD EAST
EXISTING CONDITIONS
SHEET 1 OF 1
ENCL 6


IZON
RKWAY
HILYARD
30TH. AVE.
ALDER ST.
N

30.TH AVE HILYARD EAST
PROPOSED CONDITIONS
SHEET 1 OF 1
ENCL 7

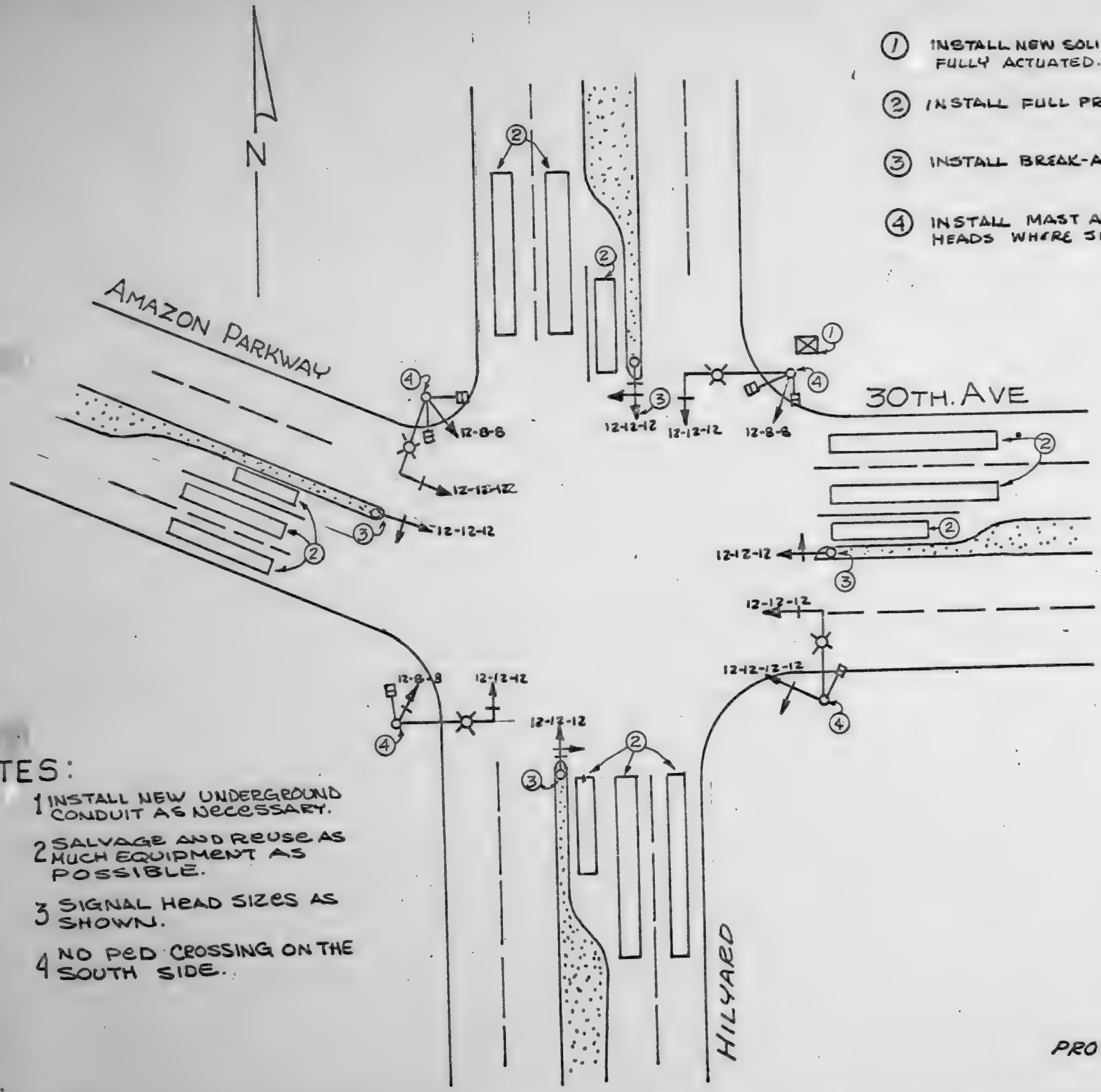

DETECTOR 2
N
DETECTOR
AMAZON PARKWAY
SPAN WIRE
SPAN WIRE
30 TH. AVE
12-12-12
12-8-8
12-12-12
12-8-8
DETECTOR
DETECTOR
12-12-8
12-8-8
12-12-12
12-12-12
SPAN WIRE
SPAN WIRE
HILYARD
DETECTORS

RECEIVED
COUNTY & CITY SECTION
APR 19 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

30TH & HILYARD

EXISTING SIGNALIZATION

ENCL. 8


N
AMAZON PARKWAY
30TH. AVE
HILYARD
①
②
③
④
B
12-8-8
12-12-12
12-12-12-12

① INSTALL NEW SOLID STATE CONTROLLER, FULLY ACTUATED.

② INSTALL FULL PRESENCE LOOP DETECTORS

③ INSTALL BREAK-AWAY SIGNAL POLES

④ INSTALL MAST ARM POLES WITH PED. HEADS WHERE SHOWN & STREET LIGHTING

NOTES:

1 INSTALL NEW UNDERGROUND CONDUIT AS NECESSARY.

2 SALVAGE AND REUSE AS MUCH EQUIPMENT AS POSSIBLE.

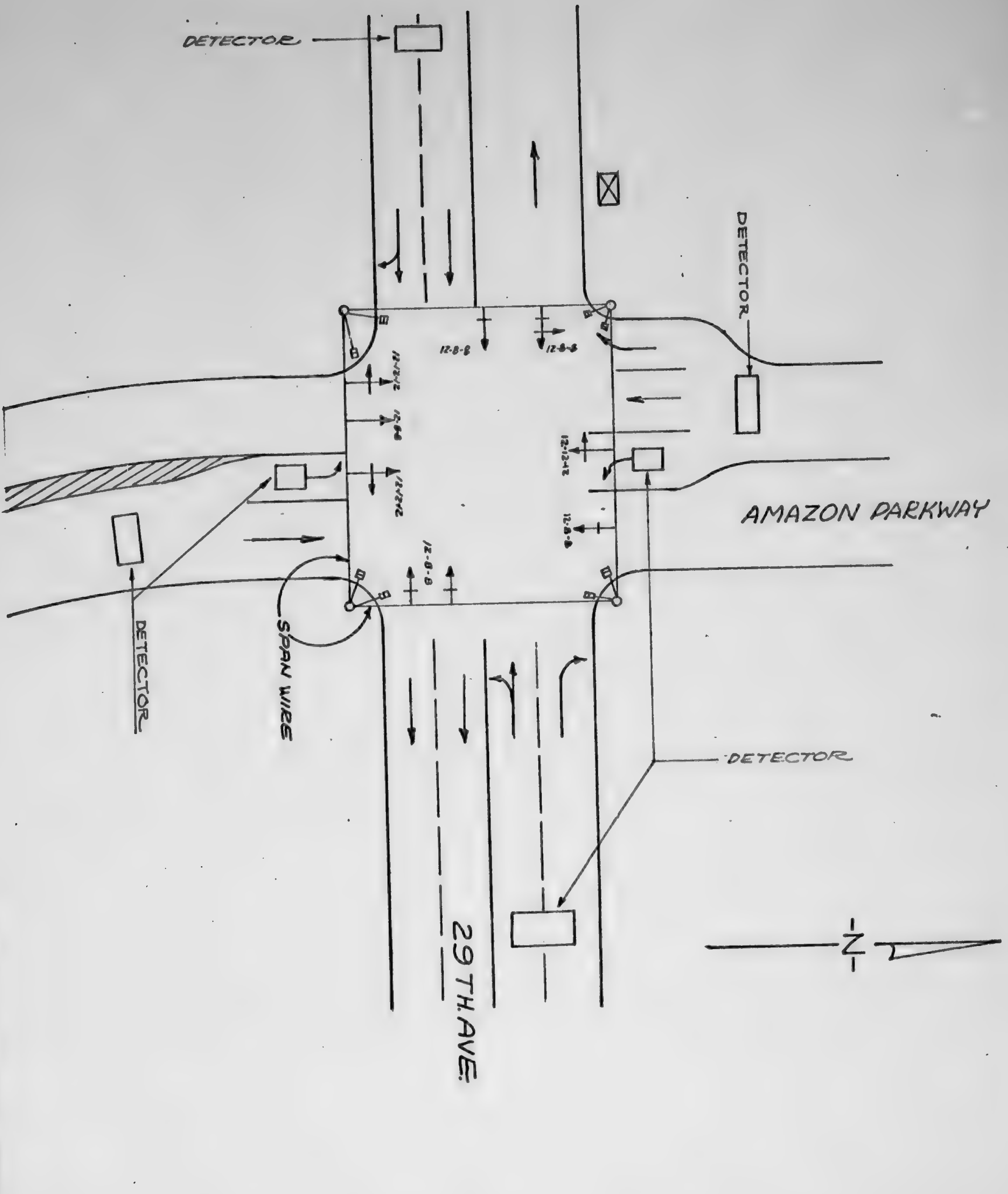
3 SIGNAL HEAD SIZES AS SHOWN.

4 NO PED CROSSING ON THE SOUTH SIDE.

30TH & HILYARD

PROPOSED SIGNALIZED

ENCL 9


DETECTOR
DETECTOR
12-8-8
12-8-8
12-12-12
12-8-8
12-12-12
12-12-12
12-8-8
12-8-8
AMAZON PARKWAY
DETECTOR
SPAN WIRE
DETECTOR
29TH AVE.
N

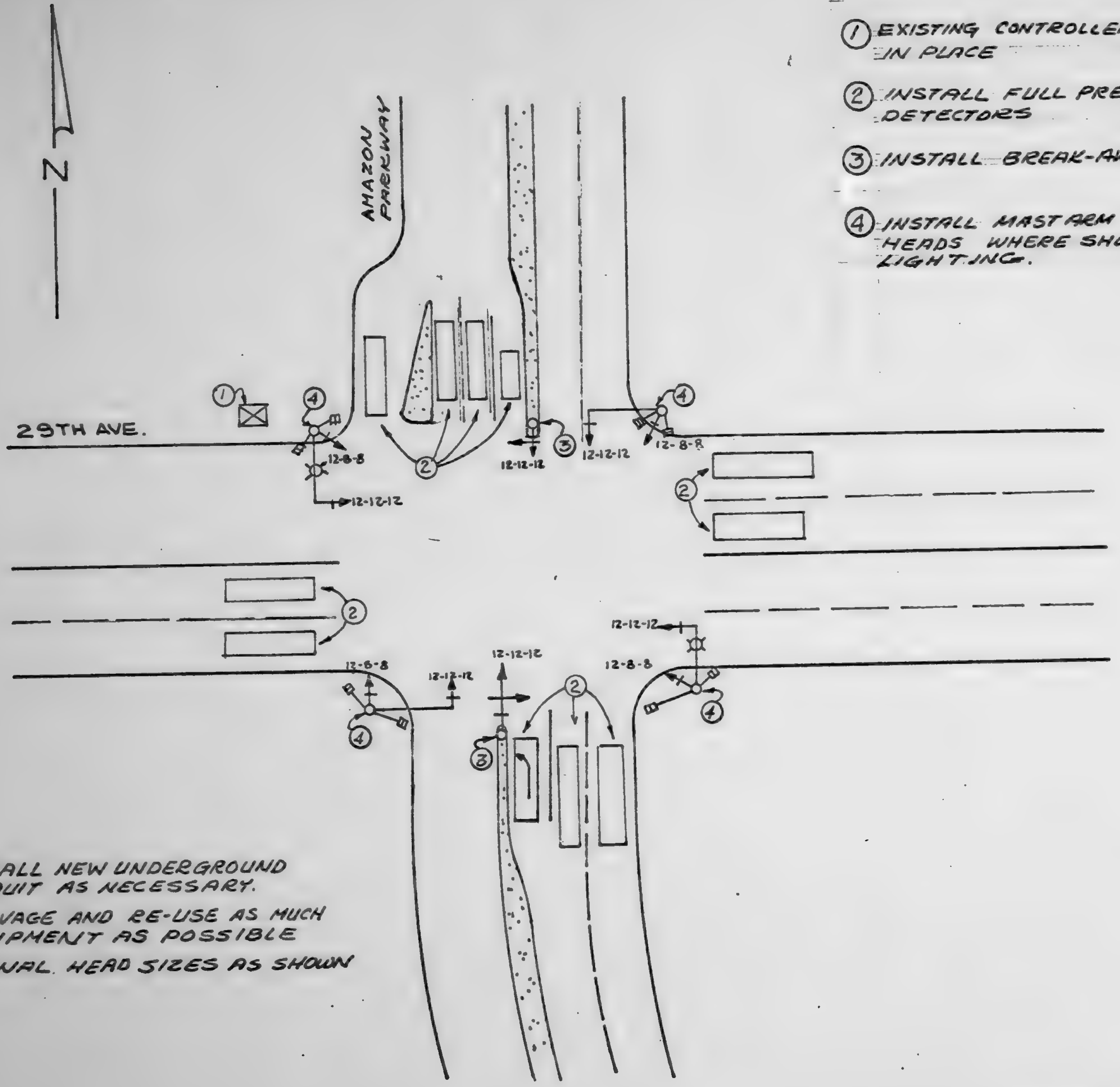
29TH & AMAZON PARKWAY
EXISTING SIGNALIZATION
ENCL. 10

① EXISTING CONTROLLER TO REMAIN IN PLACE

② INSTALL FULL PRESENCE LOOP DETECTORS

③ INSTALL BREAK-AWAY SIGNAL POLES

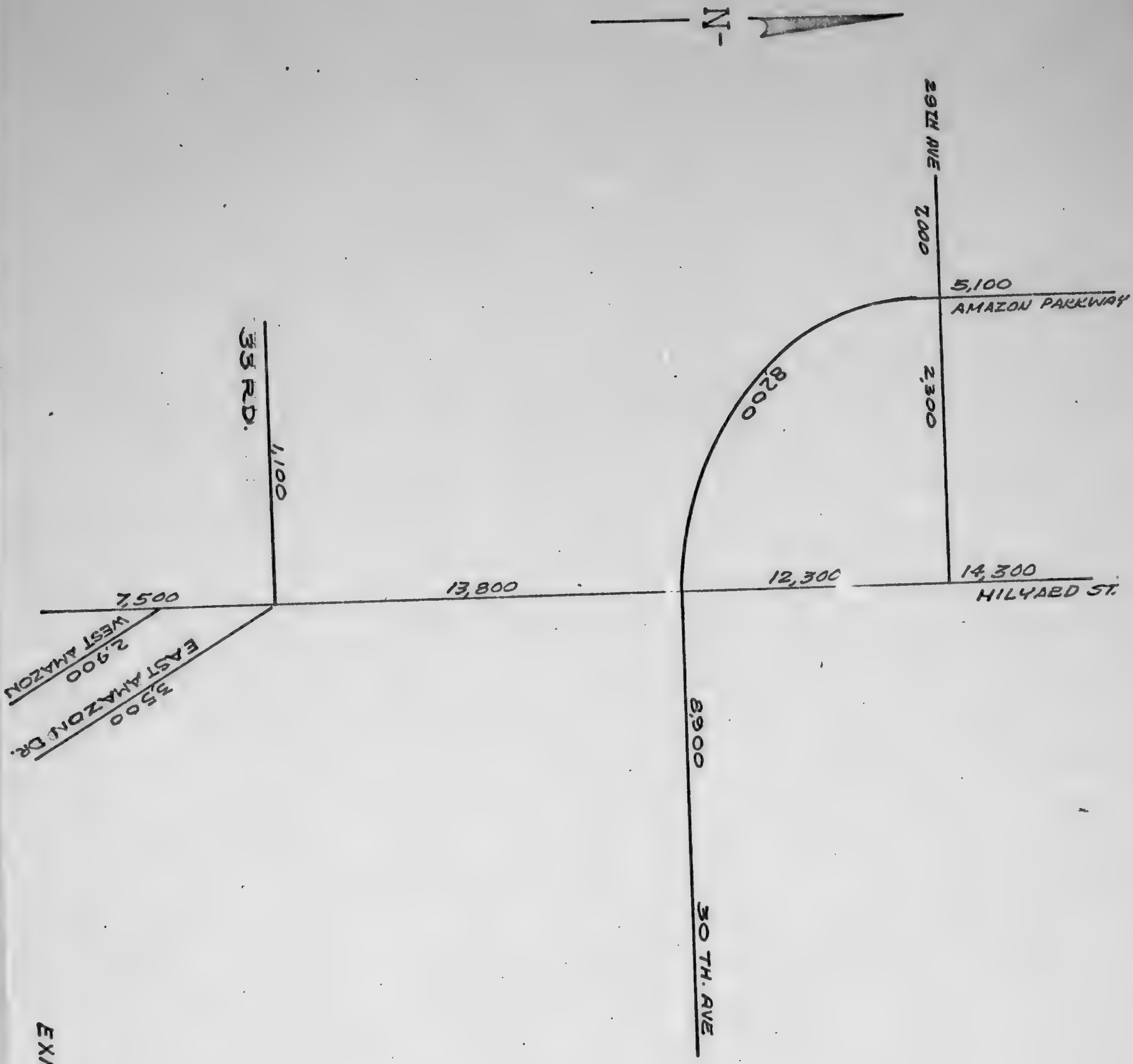
④ INSTALL MAST ARM POLES WITH PED. HEADS WHERE SHOWN, AND STREET LIGHTING.


N
AMAZON PARKWAY
29TH AVE.
①
④
12-8-8
12-12-12
②
③
12-12-12
12-12-12
④
12-8-8
②
②
12-12-12
12-8-8
12-12-12
12-12-12
12-8-8
②
④
③
④

NOTES:

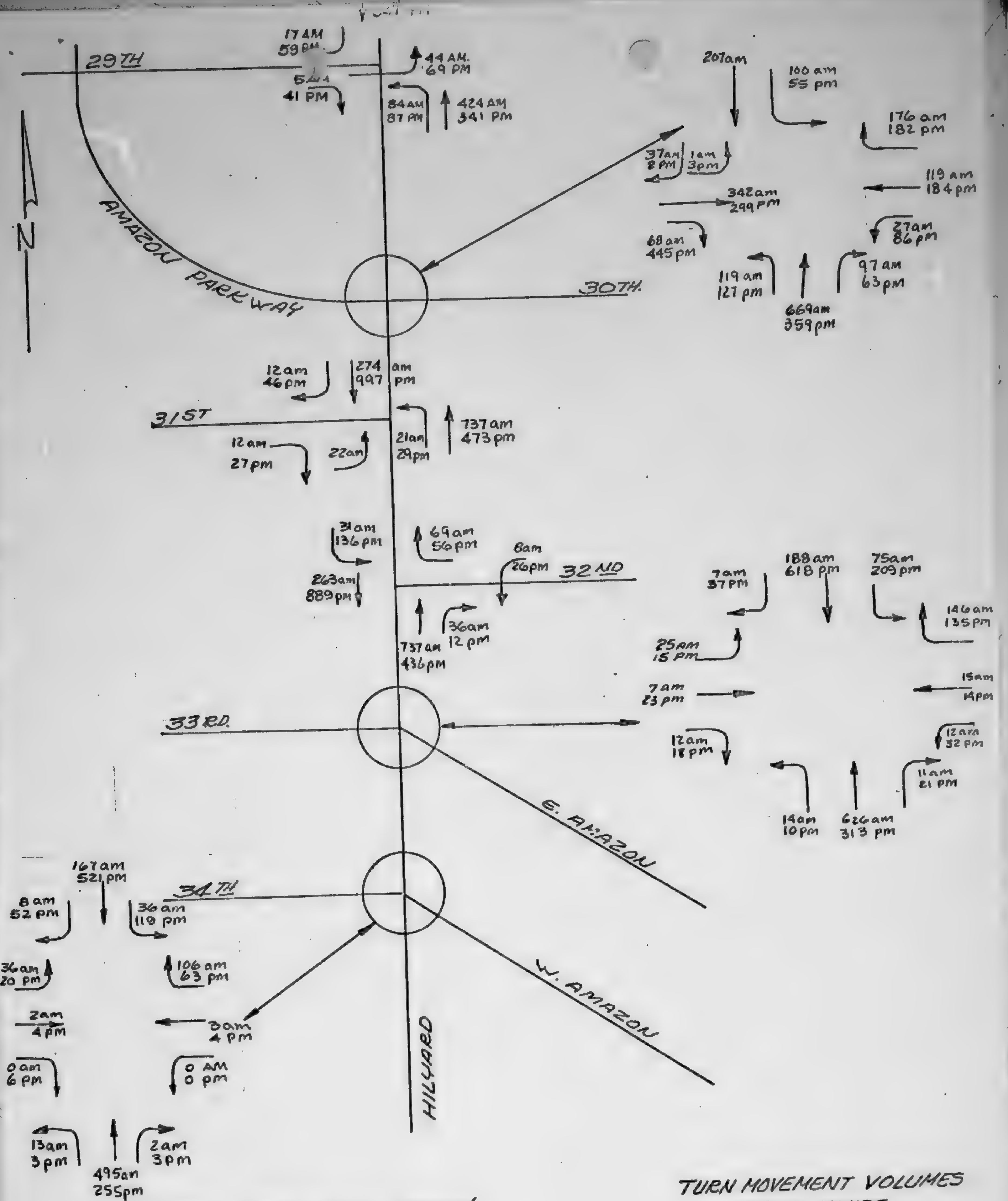
1. INSTALL NEW UNDERGROUND CONDUIT AS NECESSARY.
2. SALVAGE AND RE-USE AS MUCH EQUIPMENT AS POSSIBLE
3. SIGNAL HEAD SIZES AS SHOWN

29TH & AMAZON PARKWAY
PROPOSED SIGNALIZATION
ENCL. 11


-N-
29TH AVE
2000
5,100
AMAZON PARKWAY
8200
2300
33 RD.
1,100
7,500
13,800
12,300
14,300
HILYARD ST.
WEST AMAZON
2,900
EAST AMAZON DR.
3,500
8,900
30 TH. AVE

EXISTING TRAFFIC VOLUMES

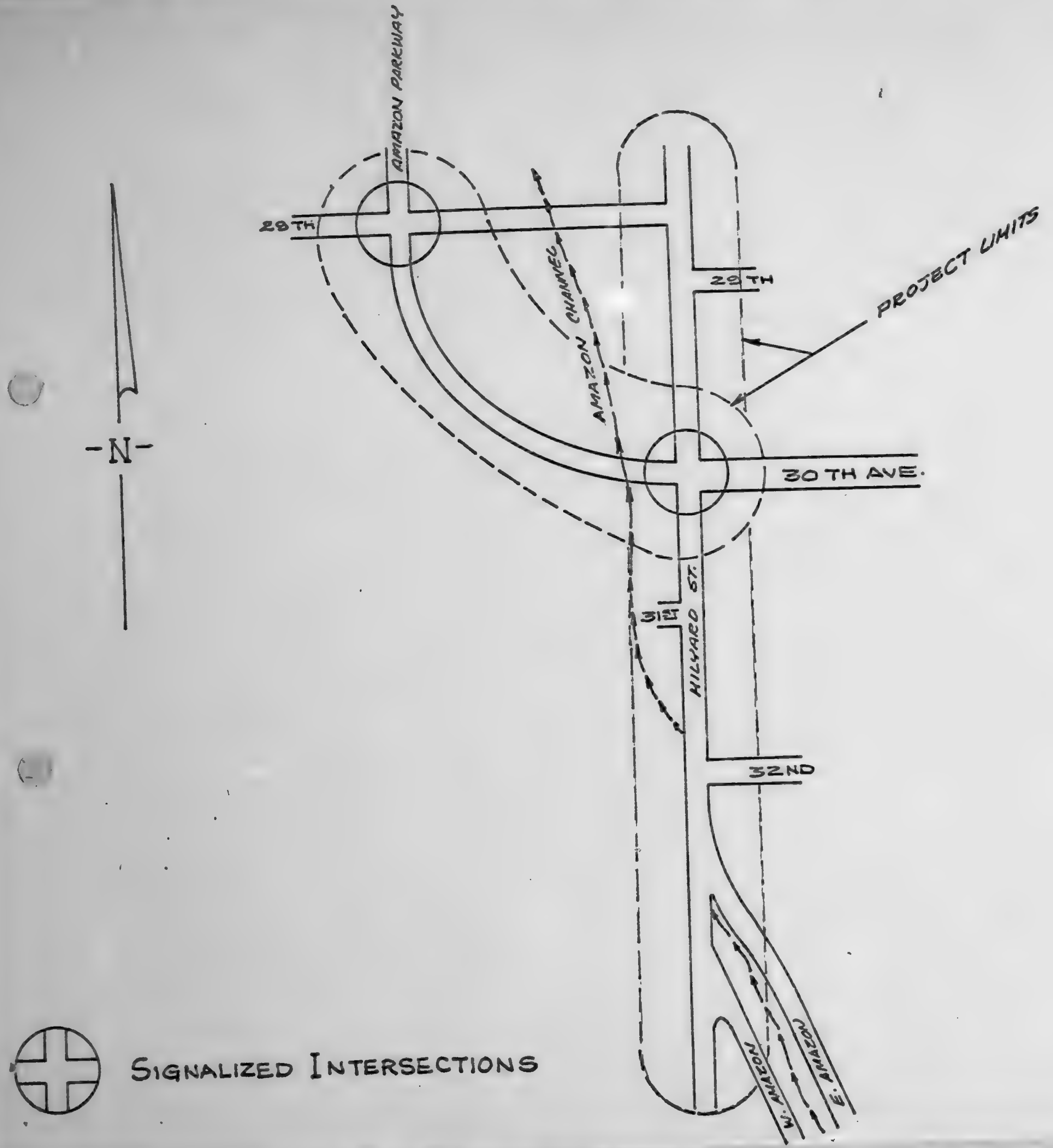
ENCL. 12


N
29TH
17 AM
59 PM
5 AM
41 PM
44 AM.
69 PM
84 AM
87 PM
424 AM
341 PM
AMAZON PARKWAY
30TH.
207am
100 am
55 pm
176 am
182 pm
37am
2 PM
1am
3pm
119 am
184 pm
342am
299 PM
68 am
445 pm
27am
86 pm
119 am
127 pm
669am
359 pm
97 am
63 pm
12am
46 pm
274 am
997 pm
31ST
737 am
473 pm
12 am
27 pm
22am
21am
29pm
31am
136 pm
69 am
56 pm
8am
26pm
32ND
263am
889pm
737 am
436 pm
36am
12 pm
7am
37 PM
188 am
618 pm
75am
209 pm
146 am
135 pm
25AM
15 PM
7 am
23 pm
15am
14pm
12am
18 pm
12 am
32 pm
11am
21 PM
14am
10pm
626am
313 pm
33RD.
E. AMAZON
34TH
167am
521 pm
8 am
52 pm
36 am
118 pm
36am
20 PM
106 am
63 pm
2am
4 PM
3am
4 PM
0 am
6 pm
0 AM
0 pm
13am
3pm
495am
255pm
2am
3pm
W. AMAZON
HILLYARD

* Note : Counts taken different days of Week @ each intersection.

TURN MOVEMENT VOLUMES
PEAK HOURS

ENCL. 13


-N-
28TH
AMAZON PARKWAY
29TH
AMAZON CHANNEL
PROJECT LIMITS
30 TH AVE.
31ST
HILYARD ST.
32ND
W. AMAZON
E. AMAZON
SIGNALIZED INTERSECTIONS

PROJECT LIMITS MAP

ENCL :

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COUNTY & CITY SECTION
APR 1 9 1971
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

9289

☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

April 23, 1971

Mr. Donald P. Allen
Director of Public Works
City Hall
Eugene, Oregon 97401

Dear Mr. Allen:

$365,000

We wish to acknowledge receipt of your application for a TOPICS project on Hilyard, Amazon Parkway, and 30th Avenue. As noted in your application you are presently over obligated in regard to TOPICS funds available for the exclusive use of the City of Eugene.

Processing of this application at the present time will not be possible, but we will retain your application on file for processing in the event that additional TOPICS funds become available.

A cursory review of this project indicates that because of its extensive widening, there may be some question as to its eligibility under the TOPICS program. We will attempt to review this project on the ground with the Federal Highway Administration Area Engineer to clarify this matter.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Urban Engineer

RU:ljt

bc: F. B. Klaboe
L. H. Young
F. B. Crandall
C. T. Keasey
P V Riedl - FHWA

TOPS

City of Eugene

City Hall • 777 Pearl Street • Eugene, Oregon 97401
Department of Public Works • Telephone 503/342-5221

April 14, 1971

Mr. Fred Klaboe
Assistant State Highway Engineer
Division of Highways
Highway Building
Salem, Oregon

Dear Mr. Klaboe:

We are forwarding for your consideration a new Topics Project. It involves work on Hilyard, Amazon Parkway and Thirtieth Avenue.

The City Council resolution regarding this project is also enclosed. We are aware that our two year allocation has been used up. The purpose of this application is to "get in line."

Should there be any questions, do not hesitate to contact our traffic engineer.

Very truly yours,

Donald P. Allen

Donald P. Allen, Director
Department of Public Works

DPA:jh

enclosures

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APR 19 1971
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☐ UPE ☑ CE ☐ RE ☐ RPE ☐

NOTE
F. B. Kl

RECEIVED
APR 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

orig to [illegible]
[illegible]
4-19-71

[illegible]

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date April 14, 1971

Name of City Eugene

Major Street Name Amazon Parkway, Hilyard Street, Thirtieth Avenue

Section Name

Location of Project (Attach sketch map) Length 5000 Lineal feet

On Which System? Primary I ______ Primary II X or Secondary & X

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: Not submitted yet; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? No

Explain

General description of proposed project: Widening of Hilyard from 29th to W. Amazon, Amazon Parkway from 29th to Hilyard and 30th Avenue from Hilyard to Kincaid. Reconstruction of traffic signals at 30th & Hilyard and 20th & Amazon Parkway.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: (See location map)

2. Type: a. Traffic Control ______
   1. Pretimed ______
   2. Traffic-actuated
      (a.) Full traffic-actuated X
      (b.) Semi-traffic-actuated ______
      (c.) Volume density-actuated ______
      (d.) Pedestrian actuated ______

   b. Flashing Beacon ______

Footnotes:

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COUNTY & CITY SECTION
APR 19 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

T-1-69
(rev. 12-70)

c. Caution _______
d. Drawbridge _______
e. Lane-direction _______
f. Other _______

3. Number of Phases:
 a. Two _______
 b. Three _______
 c. Multiple X

4. Is interconnection for coordination necessary? No Remarks: _______

If so, by cable or leased telephone line? _______

5. Type of Suspension:
 a. Mast Arm X (Proposed)
 b. Span Wire X (Existing)
 c. Signal Bridge _______

6. Paint Color Desired: Poles - Silver Heads - Black & Green

7. Present Signalization: Span Wire - Fixed Time

8. Other Remarks: _______

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: Not Applicable

2. Type:
 a. Mercury Vapor _______
 b. Fluorescent _______
 c. High-pressure Sodium _______
 d. Incandescent _______

3. Luminaire Distribution Type and Classification:
 a. I _______
 b. II _______
 c. III _______
 d. IV _______
 e. V _______

Footnotes:

4. Luminaire Wattage:
   a. 175 _______
   b. 250 _______
   c. 400 _______
   d. 700 _______
   e. 1000 _______

5. Luminaire Spacing: _______________

6. Maintained Intensity: _______________

7. Uniformity Ratio: _______________

8. Proposed Mounting Height:
   a. 30 ft. _______
   b. 40 ft. _______
   c. 45 ft. _______
   d. 50 ft. _______

9. Pole Type: a. Wood _______
   b. Steel _______
   c. Aluminum _______

10. Operating Voltage: a. 120 _______
   b. 240 _______
   c. 480 _______
   d. Series _______

11. Type of Wiring: a. Overhead _______
   b. Underground _______

12. Present Illumination: Basically 20,000 lumen mercury vapor.
Not IES Standards.

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Hilyard, Thirtieth, Amazon Parkway

2. Desired Work: Widen all streets named to provide 4 lanes plus left turn refuge lanes.

3. Typical Cross Section: Hilyard - 64' curb-curb, Thirtieth - 64' curb-curb, Amazon Parkway - 76' curb-curb

4. Curbs? Yes If so,
   - a. Type Desired: (Standard, monolithic, rolled, or special) standard
   - b. Exposure 6 inches
   - c. Width between curbs See #3 ft.
   - d. Desired curb radius varies-25 or 30 ft.

5. Surfacing: A.C. X P.C.C. ____ Oil ____ Other ____

6. Present Typical Cross Section and Surfacing: 3 1/2 AC over 9 AB

7. Traffic Control Signing:
   - a. By City at City Expense? X
   - b. By State at City Expense? ____

   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   - a. By City at City Expense? X
   - b. By State at City Expense? ____

   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   - a. Length ____ ft.*
   - b. Width ____ ft. *
   - c. Type ____ *
   - d. Location: West side of Hilyard-south side of 30th

* 30th - 200' x 4' Contiguous - Hilyard - 1620' x 5'

Footnotes:

IV. STRUCTURE DATA:

1. Location: Amazon Parkway west of Hilyard

2. Desired Work: Extend existing bridge to north to provide additional lanes.

3. Name of Structure: None

4. Name of Stream, Street or Facility being Spanned: Amazon Creek

5. Desired Roadway Width of Structure: 76 ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? No Width? ____ ft. Location ________

7. Is a particular type of structure and design desired? Yes
Explain: Concrete slab. Actually it is a large box culvert.

8. Can street be closed during construction? No necessary

9. Detour:
a. Required? No
b. By City? ______
c. By Contractor? ______

10. Approaches or Connections:
a. By City? ______
b. By Contractor? X
c. Traveled surface: Type Concrete
Width 76 ft.
d. Shoulders: Type None
Width ______ ft.

11. Existing Structure:
a. Remain in Place? Yes
b. Use for Detour? ______
c. Removed by City? ______
d. Removed by Contractor? ______
e. Salvaged by Contractor for City? ______

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? No

a. By City? ______

b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?

a. Water Mains: No Size: ______
Owner: ______

b. Sanitary Sewer Mains: No Size: ______
Owner: ______

c. Storm Sewer: No Size: ______
Owner: ______

d. Gas Mains: No Size: ______
Owner: ______

e. Power Lines: No
Owner: ______

f. Telephone Lines: No
Owner: ______

g. Other Utilities: ______

14. Does City wish provisions made for future utility attachment to structure? No Explain: ______

15. Does City wish lightpost bases and conduit installed? No

16. Are there any unusual or complicating conditions? No
Explain: ______

17. Describe Existing Structure: A bridge which is actually an oversize box culvert.

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 30th - 90 / Hilyard - 60 / Amazon - 80 ft.
   a. Maximum: 90 ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? Yes Explain: ____
Needed on west side of Hilyard from 29th to W. Amazon

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? Yes
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? Yes
Explain: Right of way acquisition must come from Amazon Park

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: ____

8. Are utilities on existing right-of-way by? Permit ____ or Franchise X (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner ____, and dates between which water can be turned off:
From ____ To ____ Location: ____

10. Are there any railroad crossings? No Location: ____

Footnotes:

a. Name of Railroad ______________________

b. Number of tracks: Mainline ____ Siding ____ Total ____

c. Sight Distance (1.) (Direction) ________ Distance ______ft.
(2.) (Direction) ________ Distance ______ft.

d. Number of Trains: (1) Passenger ________ Speed ________mph
(2) Freight ________ Speed ________mph

e. Angle of Intersection: ______________________

f. Type of Existing Crossing: (1.) Grade ________
(2.) Overcrossing ________
(3.) Undercrossing ________

g. Existing Protection: (1.) Advance warning signs ________
(2.) Automatic flasher ________
(3.) Automatic bell ________
(4.) Gates ________
(5.) Stop signs ________
(6.) Crossbucks ________
(7.) Other ________

h. Proposed Type Crossing and Protection: ________

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______

(1.) Does City wish State to prepare P.U.C. hearing data? ______

(2.) Will P.U.C. application be made by? State ______
City ______

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ______________________

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ None
(Federal + State + City)

2. Estimated Cost of Requested Project $ 365,500

3. Date Match Money is Available: Immediate

4. Will there be any 100% City money? Yes
(Non-participation items)

5. Maximum Amount of 100% City Money: $ 20,500

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: We are about 80% through an urban area traffic safety study. One result of this will be an urban area TOPICS plan. This plan is expected to be adopted by July 1, 1971.

2. Existing Conditions Necessitating This Proposed TOPICS Project:

   See Report Attached

3. This Project Would Accomplish the Following:

   See Report Attached

This application is not complete unless a sketch map showing the location of the project is attached.

The Eugene City Council on the 12th day of April, 19 71, adopted Resolution No. 1911 or Ordinance No. ________, as the case may be, requesting this TOPICS project.

By ______________________
Hugh McKinley, City Manager
By ______________________

TOPS

RESOLUTION NO. 1011

A RESOLUTION MAKING APPLICATION FOR CERTAIN STREET AND TRAFFIC SIGNAL CONSTRUCTION UNDER THE URBAN TRAFFIC OPERATIONS PROGRAM TO INCREASE CAPACITY AND SAFETY.

WHEREAS, in the interest of the health, safety and welfare of the motoring public certain traffic signalization modification and roadway widening is needed on Amazon Parkway from 29th Avenue to Hilyard Street, Hilyard Street from 29th Avenue to West Amazon Drive, and Thirtieth Avenue from Hilyard Street to Kincaid Street in the City of Eugene, Oregon; and

WHEREAS, there are certain programs available to aid in the design and construction of said signalization and street construction,

NOW, THEREFORE,

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF EUGENE, OREGON that the City of Eugene, acting by and through its Common Council, as follows:

Section 1. The City of Eugene does hereby make application to the Oregon State Highway Department and Bureau of Public Roads for participation in signal modifications and roadway widening on Amazon Parkway from 29th Avenue to Hilyard Street, Hilyard Street from 29th Avenue to West Amazon Drive and Thirtieth Avenue from Hilyard Street to Kincaid Street in the City of Eugene, Oregon. These projects are to be accomplished in accordance with the Urban Traffic Operations Program to increase capacity and safety under the guidelines established by the above referred to agencies.

Section 2. The staff of the City of Eugene is hereby directed to take such steps and prepare such documents as may be necessary to perfect this application.

The foregoing Resolution adopted this 12th day of April, 1971.

/s/ s. P. Flogstad
City Recorder

RECEIVED

1981 28th Ave.-34th Ave. Sec. 9289
of Hilyard St. in Eugene.
ENVIRONMENTAL IMPACT STATEMENT

C4A 4661 5-7-80

28th - 36th Ave. Sec. &
29th - Alder to be one
project re: Cliff Laux 3/24/81

9289

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 24, 1980

TO WHOM IT MAY CONCERN:

The enclosed copy of the Final Environmental Impact Statement for 29th Avenue-Alder Street (Eugene) in Lane County, Oregon has been adopted by the Federal Highway Administration and filed with the Environmental Protection Agency and is being submitted for your review and comment. This document is being distributed on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

If it is your desire to further explore the impact of this project on the community, please address your comments to the Federal Highway Administration Office, The Equitable Center, Suite 100, 530 Center Street NE, Salem, OR 97301. This office would appreciate a copy of your comments.

Very truly yours,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section
412 Transportation Bldg.
Salem, OR 97310

GAP:ct

Enclosure

Noted
H. S. COULTER

RECEIVED
STATE HWY ENGR
JAN 24 '80
REFER TO
FOR

Info	Inves	R/D	D/ft	Sign	Act	File
						✓

Form 734-3122

PUBLIC WORKS DEPARTMENT • 858 PEARL ST. • EUGENE, OREGON 97401

City of EUGENE

January 18, 1980

TO: City Manager, City Council, and Other Interested Parties

FROM: Don Gilman, Acting Director of Public Works Don Gilman

SUBJECT: 30TH-HILYARD-AMAZON PROJECT/INFORMATIONAL UPDATE

In March 1977, the City Council authorized staff to proceed in seeking State and Federal approval of the Environmental Impact Statement (EIS) for the street widening project.

The EIS has been approved by both State and Federal agencies. The City Council will hold a public hearing on March 24, 1980, at 7:30 p.m., Council Chamber, to consider whether the City will enter into an agreement with the State and Federal governments to finance and construct the proposed project.

Basically, the project consists of widening Hilyard from 28th Avenue to 34th Avenue, and Amazon Parkway-30th from north of 29th Avenue to Kincaid Street, to four travel lanes with inclusion of an additional turning lane at major intersections. In order to minimize affecting existing residences, the bulk of the needed additional right-of-way will be obtained from City-owned parkland. A net parkland acreage increase will be obtained by vacation to the park of 29th Avenue, 32nd Avenue, and alleys in the project area.

Incorporated in the project is a new signal at Alder/30th (to facilitate bikes crossing 30th), landscaped median islands, extensive landscaping throughout the project and park areas, bus transfer facilities, bicycle paths and racks, and revamping of existing signals to accommodate the new lane configuration.

The preliminary total project costs are estimated at $1,544,000 to be shared by Federal, State, and City governments. The estimate is preliminary because the project has not been field surveyed nor has it received final design analysis.

IB:so/Ta24

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Region 10

FHWA-OF-EIS-74-06F

29th Avenue-Alder Street (Eugene)
(30th-Hilyard-Amazon Project)
City of Eugene
Lane County, Oregon

ADMINISTRATIVE ACTION

FINAL
ENVIRONMENTAL IMPACT STATEMENT
AND
SECTION 4(f) STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon State Highway Division

Submitted pursuant to 42 U.S.C. 4332(2)(c) and 23 U.S.C. 128(a).

7-25-79
Date

EA Hunter
Asst. State Highway Engineer

11/6/79
Date

Roger K. Scott
Federal Highway Administration Official

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
SECTION 4(f) DETERMINATION

This Statement sets forth the basis for a determination that there is no feasible and prudent alternative to the use of land from the Amazon Park for a proposed Federal-aid Highway project designated as Oregon Project U-329(4) 30th-Hilyard-Amazon Project, Eugene, Oregon. The project proposal includes all possible planning to minimize harm from such use. This determination is made pursuant to 49 USC 1653(f) and 23 USD 128.

PROJECT DESCRIPTION

The proposed project is located in the City of Eugene at the intersection of Hilyard Street, 30th Avenue and Amazon Parkway. In order to alleviate traffic congestion at this intersection, widening and other work is planned on these streets to provide for adequate traffic capacity. The project will consist of the following:

1. Widening Hilyard Street from 34th Avenue to north of 29th Avenue; widening Amazon from Hilyard to north of 29th Avenue, including widening of the bridge on Amazon over the Amazon Creek channel; and widening 30th from Hilyard to east of Alder Street.

2. Reconstructing intersections and installing new traffic signals, including a special bicyclist/pedestrian-activated signal at 30th and Alder.

3. Installing an additional culvert parallel to the existing one under Hilyard.

4. Constructing various bicycle and pedestrian facilities and bus waiting areas, including passenger shelters, signing, bicycle racks and other transit passenger amenities.

5. Vacating 29th Avenue from Amazon to Hilyard and landscaping throughout the project, as part of the coordination and compensation for parkland involvement.

The combined length of these three streets to be widened is about 4,800 linear feet.

4(f) LAND DESCRIPTION

Amazon Park is a City of Eugene-owned park classified as a community park. It is presently 79.9 acres in size, however, is segmented by four existing streets: Amazon Parkway, 29th, 31st and 33rd Avenues.

All development that has occurred in Amazon Park has been north of 29th Avenue, adjacent to Hilyard Street. Available recreational activities include: baseball, tennis, playground activities, swimming, and wading in the summer; volleyball, picknicking, and a variety of indoor recreational activities.

Existing facilities include a baseball field, tennis and volleyball courts, outdoor swimming and wading pools, playground equipment, picnic tables, and a 150-person capacity community center. The Amazon Community Center is one of five such centers serving Eugene and its facilities are used throughout the year for a variety of indoor recreational pursuits and other community functions. No Land and Water Conservation Funds were used to acquire or develop the park.

Automobile access to the park is primarily off Hilyard Street to the Community Center and swimming pool north of the project area. Pedestrian access is available from all land adjacent to the park, but is concentrated along Hilyard.

The proposed project would take 33,250 square feet of the park for right of way.. This additional right of way is essentially a 15-foot wide strip of land from the east side of the park from 34th to 29th Avenue, with some extra width required for 30-35-foot curb radii at intersections of Hilyard and 34th, 33rd, 31st, and Amazon Parkway (See Figures 6 and 7, final EIS).

No facilities will be acquired for right of way and no facilities will be detrimentally affected by completion of the project. The Parks Department has long known of the possibility of the project, and the Amazon Park Master Plan has provided adequate setbacks, berms, and landscaped areas to protect the environmental character of the park.

ALTERNATIVES CONSIDERED

In order to address the alternatives considered, the project need and purpose are detailed below:

1. The project was initiated in 1972 with the purpose of alleviating a peak hour traffic congestion problem and provide for future traffic capacity.

2. Population growth has continued and projections predicted, are considered reasonable for the Eugene-Springfield area. Growth in the Southeast Eugene area (the area encompassing the proposed project) is increasing at a much greater rate (90% higher than the level predicted for the year 2000). Lane Community College

is accessed through this project for approximately 40% of the school's enrollment. With the projected increase in the enrollment a subsequent increase in traffic will occur.

As a result, an already inadequate intersection will become intolerable.

Numerous alternatives were considered to avoid encroachment on the Parks. They included: widening Hilyard on the east side, widening Hilyard only, restrict left turns, reversible lanes, grade separation, improve mass transit, carpools, bicycling, land use changes, use of other streets as arterials, staggered work hours and the no-build.

All these alternatives were given equal consideration to start with but most were not considered feasible or prudent to meet the existing and future needs for the proposal. The major alternatives analyzed are as follows:

1. Widening Hilyard on the East Side

This proposal would shift the alignment to the east using a basic four lane design with left turn refuges. The major impacts of this alternative would be right of way costs, and disruption of neighborhood cohesiveness.

The proposed project cost in 1978 dollars is $1.5 million. This alternative would add $1 million for right of way which removes 5 residences, 1 service station, cause the relocation of an electric substation and powerlines, and the loss of parking lots. This is not consistent with the President's Urban Policy on neighborhood effects and existing systems. It is not in the public interest to disrupt an existing neighborhood, cause the loss of the economic viability of businesses, and expend public funds in the proposed amount to improve an unsatisfactory traffic condition when other alternatives are available.

2. Other Design Alternatives

a. Widen Hilyard only
b. Restrict left turns
c. Reversible lanes
d. Grade separation

These alternatives would eliminate the necessity to acquire park land but would not alleviate the traffic congestion that presently exists.

The need for the project would not be achieved in the consideration of these alternatives.

a. Widening Hilyard only

A detailed traffic study shows that localized widening will not relieve the existing and future traffic congestion. The amount of traffic using the intersection must be provided with an adequate storage area and, if only one lane is provided, left turns would cause a backup of other cars, defeating the overall purpose of the project.

b. Restrict Left Turns

This proposal was tested to study the effects on traffic flow and patterns used. It was found that the level of service improved temporarily but would not be considered as a long-term solution and created a redirection of traffic into the adjacent residential area.

c. Reversible Lanes

This proposal has, in effect, the same inherent problems described in the above restricted left turn proposal. Also the volumes in each direction are nearly equal, creating a congested traffic situation in the direction of the single through lane. Numerous driveways and sidestreets also create conflicts which cannot be handled with this alternative.

d. Grade Separation

A grade separation underpass or overpass with a multitude of design alternatives up to a full directional interchange could be designed for this intersection. A rough estimate of cost for a simple grade separation is about $750,000. A more complex interchange would add additional cost. The impacts of this type of alternative would be tremendous. Not only would additional land be required but more homes, businesses and park land would be required.

These alternatives are not considered prudent or in the public interest and do not meet the goals and the need for the project.

3. Public Policy Alternatives

a. Improve mass transit
b. Carpools

c. Bicycling
d. Land Use Changes
e. Use of other streets as areterials
f. Staggered working hours

Traffic data for the project has already taken these factors into consideration, in other words, the increase in population in the study requiring these factors have already been implemented in some manner. These alternatives of themselves will not alleviate the traffic congestion problem that exists at the project intersection. Therefore, these alternatives do not meet the goals set forth in the need for the project.

4. No-Build Alternative

This alternative obviously, would avoid any impact on the park; however, it would not solve the traffic and safety problems that currently exist. Correction of the traffic problems would directly enhance the improvements proposed in the park.

MEASURES TO MINIMIZE HARM.

The Eugene Parks Department has prepared a Master Plan for Amazon Park as illustrated in Figure 14. The plan involves improvements to the park between 24th and 30th Avenues, to be done in phases, including; additional landscaped areas, athletic fields, play fields, picnic areas, parking facilities, and bike and pedestrian paths. The park is being designed to integrate the Roosevelt Junior High School.

The loss of park land would be approximately 33,250 square feet. No facilities or developed land will be acquired, because the City Parks Department has long known of the need for the project. The Amazon Park Master Plan reflects this understanding and future development will take place with the project in mind.

To compensate for the loss of the 15-foot strip along Hilyard, the Parks Department will be granted, by street vacation, the dedicated rights of way of 29th Avenue, 32nd Avenue, and an alley; net gain to the park will be 20,473 square feet. Additionally, in order to maintain the intended use of the park, various other facilities will be constructed for the park using project funds and in keeping with the Amazon Park Master Plan, including:

1. Bikepath/sidewalk along the west side of Hilyard from 29th to 34th Avenues;

2. Bikepath through the park and under the Amazon Parkway Bridge from 29th to 34th, extending Amazon Trail that exists north of 29th. This includes the construction of an undercrossing that will establish a new connection between two sections of the Park and eliminate vehicular and bicycle/pedestrian travel conflict at this point;

3. Planting screens on raised mounds or berms along Amazon Parkway and the west side of Hilyard, which will reduce visual impact of the roadway and reduce traffic noise; and

4. Landscaped medians on Hilyard and Amazon will be built, as requested by the Parks Department.

Access to the park will not be changed, and grading requirements in the park are minimal. All project features have been designed in close consultation with the City Parks Department.

No Land and Water Conservation Funds were used to purchase or develop the park.

COORDINATION

The project has been coordinated with the City of Eugene, the Parks Department and the Public Works Department. The project has been made an integral part of the City of Eugene's Amazon Park Master Plan.

CONCLUSION

These factors and considerations support the determination that there is no feasible and prudent alternative to the use of the land from the Amazon Park and that the project includes all reasonable planning to minimize harm resulting from such use.

L E Lybecker

L. E. Lybecker
Regional Administrator

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PREFACE

The Draft Environmental Impact Statement (DEIS) for the 30th-Hilyard-Amazon project was circulated for public and agency review in December 1974. On January 22, 1975, the Eugene Public Works Department held a public hearing on the proposed project. At least 11 people provided oral comment at the hearing. In addition, during the 10-day comment period following the hearing and the 45-day EIS review period, numerous letters from individuals, organizations, and government agencies were received. In response to those comments, further public involvement was indicated, including public opinion surveys conducted in 1976; a hearing held before the City Council on March 14, 1977; meetings with neighborhood groups; and further written correspondence.

All substantive comments are summarized and responded to in the Comments Section; a copy of all correspondence received and the public hearing transcripts are attached in the Appendix. As a result of public involvement, the project design has been significantly altered and the EIS and 4(f) Statement have been substantially rewritten. Based on public review, the alternative that would involve the widening of Hilyard Street on the west and including widening Amazon Parkway from Hilyard to north of 29th Avenue and 30th Avenue from Hilyard to east of Alder Street was selected.

SUMMARY

1. Federal Highway Administration
   Administrative Action Environmental Statement
   ( ) Draft (X) Final
   (X) Section 4(f) Statement Attached

2. The following individuals may be contacted for further information concerning the subject proposal and the contents of this environmental statement:

Mr. Glen Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center NE
Salem OR 97310
Phone: 378-3845

Mr. Alfred Shirley
Regional Engineer
Department of Transportation
1523 SE Cobb Street
PO Box 1128
Roseburg OR 97470
Phone: 672-6658

Mr. Gary A. Potter
Manager
Environmental Section
Department of Transportation
Salem OR 97310
Phone: 378-8486

Mr. D. H. Moehring
Program Management Engineer
Program Management Section
Department of Transportation
Salem OR 97310
Phone: 378-6563

Mr. Irv Berman
Acting Planning Engineer
Public Works Department
City of Eugene
858 Pearl Street, Suite 300
Eugene OR 97401
Phone: 687-5267

3. Project Description:

The purpose of the proposed project in the City of Eugene is to alleviate peak period traffic congestion along Hilyard, Amazon, 30th, and the intersection of the streets named and to provide adequate traffic capacity for the foreseeable future on the streets.

During peak traffic periods, the through and turn lanes on the existing streets are inadequate to manage the traffic, resulting in long waiting times for vehicles moving through the intersection and those trying to enter from side streets. In addition, numerous drivers avoid the intersection and use residential streets instead of the designated arterial streets of Hilyard and 30th.

The project will involve:

a. Widening Hilyard Street from 34th Avenue to north of 29th Avenue; widening Amazon from Hilyard to north of 29th Avenue, including widening of the bridge on Amazon over the Amazon Creek channel; and widening 30th from Hilyard to east of Alder Street.

b. Reconstructing intersections and installing new traffic signals, including a special bicyclist/pedestrian-activated signal at 30th and Alder;

c. Installing an additional culvert parallel to the existing one under Hilyard;

d. Constructing various bicycle and pedestrian facilities and bus waiting areas, including passenger shelters, signing, bicycle racks, and other transit passenger amenities; and

e. Vacating 29th Avenue from Amazon to Hilyard and landscaping throughout the project, as part of the coordination and compensation for parkland involvement.

The combined length of these three streets to be widened is about 4,800 linear feet.

4. Environmental Impacts of the Selected Alternative:

a. Beneficial

1) Improved facilities for a variety of transportation modes: motor vehicles, transit (buses), bicycles and pedestrians; smoother and safer motor vehicle flow, including reduction in traffic congestion; construction of bicycle, transit, and pedestrian facilities, thereby encouraging alternative transportation and allowing easier transfer among modes;

2) Improved access to the Central Business District, Interstate 5, University of Oregon, Lane Community College, and South Eugene;

3) Reduction in arterial traffic using adjacent residential Streets;

4) Savings of time and fuel by motorists and bus users;

5) Net increase in parkland by uniting two currently separate units of Amazon Park, and partial development and landscaping in and adjacent to the park;

6) Improved air quality over the no-build alternative; and

7) No relocation of residences and businesses.

b. Adverse:

1) Temporary traffic disruption and noise increase during construction;

2) Acquisition of approximately 440 square feet of private property;

3) Use of approximately 33,250 square feet of existing parkland from Amazon Park will be used for the improvements;

4) Impact on the neighborhood shopping center parking lot at 30th and Hilyard by: closure of the most westerly driveway on 30th, obstruction of left-turn entries from southbound Hilyard vehicles, and the need to restripe the lot to compensate for parking spaces along 30th that will be lost;

5) Increases in traffic noise levels over the no-build alternative between 1 and 3 dBA for four of the five areas of concern, exceeding standards for residences along portions of 30th and Hilyard; and

6) Temporary disturbance of habitat for that portion of Amazon Creek in the area of the bridge extension and culvert installation.

5. Alternatives and Environmental Impacts:

a. Design Alternatives:

1) Widening Hilyard on the east side only--

This option would avoid taking of any parkland in Amazon Park, but would involve the following adverse impacts: purchase of five residences, a service station, and a large portion of the shopping area parking lot; relocation of the families and businesses and payment of damages in regard to the parking lot, and relocation of the electric substation and the power lines along Hilyard.

2) Widening Hilyard Street or Hilyard and 30th only or widening the approaches only in the immediate vicinity of 30th/Hilyard intersection--

Based on long-term traffic projections, only by widening all four approaches to the intersection can an adequate improvement be provided, although widening only Hilyard would alleviate the worst problem.

Based upon existing and projected traffic, there is a need for increased vehicle storage on Hilyard from 29th southward to 34th and two through lanes. To widen only locally would not provide the necessary two through lanes and adequate area to store turning vehicles. Because most traffic enters or leaves Hilyard at East and West Amazon drives, a bottleneck would be created if widening occurred short of that location. The north terminus of the Hilyard widening is determined by the necessity of merging four lanes into two within minimum safe distance without creating a further bottleneck. Widening on 30th to east of Alder is similarly necessary to move the traffic volumes, and to construct bus waiting areas and a left turn refuge. The width and lane number in Amazon Parkway is dictated by the volume of traffic. The local widening would not accomplish these purposes.

3) Restricting Left Turns--

This option would involve preventing left turns during the morning and evening rush hours. Improvements in traffic flow were observed during two test periods, but this would not be a long-term solution, due to increases in traffic volume and increases of spillover arterial traffic on residential streets.

4) Reversible Lanes--

This proposal would restrict left turns off Hilyard during rush hours and use the existing three lanes to provide two lanes in the peak direction and one in the opposite. Similar to Option 3, This would not adequately manage the projected traffic and would result in additional traffic on nearby residential streets. This alternate would also be expected to increase left-turn accidents greatly.

5) Grade Separation--

This would involve an overpass/underpass at the 30th/Hilyard intersection. The cost would be at a minimum $750,000 (cheaper than the widening alternative) but would not provide sufficient capacity at the 29th/Amazon and Hilyard/East-West Amazon Drive intersections. Further, by not providing for turns at 30th and Hilyard, increasing volumes of traffic would be diverted to residential streets.

6) Alternative Bicycle, Pedestrian, and Transit Options--

Many alternative bicycle, pedestrian, and transit features were analyzed before deciding on which elements to include in the project. For example, off-street versus on-street bikeways; bus turnout location and spacing, etc. The selected features will provide the best combination of level-of-service for, and compatibility among, all modes of travel.

b. Public Policy Alternatives:

1) Improving Mass Transit--

The traffic projections on which need for the widening is based already assume a major diversion of auto trips to transit. By constructing the project, mass transit will be improved. Not constructing the project would actually inhibit further ridership, as buses cannot use the intersection for turn movements as presently designed. The narrow lanes, traffic congestion, and lack of room for an exclusive bus lane would continue to prevent transit vehicles from using the intersection for trips involving turn movements.

2) Carpools--

Because of the magnitude of the traffic overloads (demand exceeding capacity), carpooling would not be an effective alternative to widening. Likewise, not building the project will not in itself encourage carpooling, given the limited extent of the affected area. As with mass transit, the traffic projections for the area do assume substantial increases in carpooling.

3) Bicycling--

Again, bicycle use is assumed to increase as a substitute for many auto trips and this is taken into account in the traffic projections. Actually, bicycle use will be encouraged by constructing the project. As with transit and carpooling, given the small scale of the project, increased bicycling would not substitute for widening the street.

4) Land Use Changes--

Given the existing developed nature of the project area and growth in all generators and attractors of trips, land use change is not an option that would significantly alter the transportation problems within the project area. Recently annexed and/or developing areas to the south, for example, are expected to add greatly to the traffic load during the next ten years.

5) Use of Other Streets as Arterials--

All north-south streets east of Hilyard and west of Hilyard to Willamette (located 1/2 mile distant) are local residential streets. City policy and neighborhood opinion argues against further increased use of local streets as arterials. Traffic desiring to move through the Hilyard corridor would be forced to move a significant distance out of direction to Willamette Street, the only other major north-south arterial in Southeast Eugene; furthermore, Willamette Street has no excess capacity for a major diversion of trips.

6) Staggered Working Hours--

Although this might result in flattening the extreme peaks of traffic congestion for very short duration, it would not prevent peak hour traffic volumes from causing congestion at the intersection.

c. No-Build Alternative:

This would involve leaving the roads, intersections, park, etc., in their current conditions, other than typical maintenance. Adverse impacts of this option include further congestion for longer periods of time, lack of alternative transit options, and lack of amenity-park improvements.

It is important to note that the traffic projections being used are simply a forecast of trip demand, which in turn is based on an assumed land use. The proposed project is needed to meet the expected demand. If it is not built, the demand will still be there. It will then have to be met by some combination of longer delays, alternate routes, including residential streets, and curtailment of trips (i.e., a lessening of mobility).

6. Agencies and Organizations receiving copies of the Draft Environmental Impact Statement. Those agencies and organizations providing comments are marked with an asterisk (*):

Lane Council of Governments*
Lane County Planning Commission
State of Oregon, Federal-Aid Coordination
    Unit Local Governments Relations Division*
Department of Environmental Quality
Environmental Quality Commission
U.S. Department of Agriculture, Soil
    Conservation Service*
U.S. Department of Housing and Urban
    Development
Lane Council of Governments Citizens Advisory
    Committee for Transportation Planning*
Oregon Water Resources Division*
Lane Regional Air Pollution Authority*
Environmental Protection Agency*
Eugene Planning Commission
Eugene Parks Department*
Eugene Bicycle Committee*
U.S. Army Corps of Engineers*
U.S. Wildlife Commission*
Oregon Wildlife Commission*
U.S. Department of Commerce*
U.S. Department of Interior*
Lane Transit District*
Eugene Water & Electric Board*
Oregon Environmental Council
Oregon Lands Division*

The Draft Environmental Impact Statement was made available to the Council on Environmental Quality and the public on November 1, 1974.

PROJECT DESCRIPTION

The proposed project consists of widening the approaches to a major arterial intersection, Hilyard Street/Amazon Parkway/East 30th Avenue, in southeast Eugene in order to relieve peak-hour traffic congestion.

The primary reason for the project is to provide turning lanes with adequate storage room and additional through lanes to relieve peak-hour traffic congestion, both existing and forecast.

The project is to be built with a combination of local, State, and Federal-Aid-Urban System (FAUS) funds, at an estimated total cost of $1.5 million. Principal components of the project include:

a. Widen Hilyard Street from 34th Avenue northward to a point north of 29th Avenue;

b. Widen Amazon Parkway from Hilyard Street northwestward to a point north of 29th Avenue;

c. Widen 30th Avenue from Hilyard Street eastward to a point east of Alder Street;

d. Reconstruct intersections and install new traffic signals;

e. Install an additional culvert parallel to an existing one (under Hilyard);

f. Widen an existing bridge where Amazon Parkway crosses the Amazon Channel;

g. Construct various bicycle and pedestrian facilities;

h. Construct bus waiting areas, with passenger shelters, signing, bike racks, and other transit passenger amenities;

i. Install a special bicyclist/pedestrian-activated signal at 30th and Alder;

j. Construct landscaping throughout the project area, in cooperation with the City Parks Department; and

k. Vacate 29th Avenue from Amazon Parkway to Hilyard to compensate for taking of park property elsewhere.

(See Figures 1 through 5 for general project orientation; Figures 6 through 9 illustrate existing conditions; Figures 10-13 depict proposed project improvements; and Figure 14 illustrates how the project relates to the Amazon Park Master Plan.)

The combined length of the sections to be widened is about 4,800 feet (centerline measure). Right-of-way required for widening will be obtained from City-owned park land on the west side of Hilyard Street. The only private property required is for increased turn radii at several intersections.

Access will remain essentially the same, with the exception of the vacation of 29th Avenue from Amazon Parkway to Hilyard Street after completion of the project. This proposed street vacation will provide for a much more cohesive use of park land.

The project is to be built with Federal Aid Urban System (FAUS) funds (up to 88 percent Federal share, with the State of Oregon and City of Eugene sharing equally in the balance). Preliminary cost estimates, in 1978 dollars, are as follows:

All roadway work	$892,000
Traffic signal replacement and upgrading	334,000
All landscaping, berms, and off-street bike paths	291,000
Bus shelters and bicycle racks	20,700
Miscellaneous right-of-way requirements	6,300
TOTAL	$1,544,000

(These figures include 18% engineering and 15% contingencies.)

The large difference between this estimate and the figure in the Draft EIS ($483,000 in 1974) is due to: Five years of inflation in unit costs for construction and substantial additions to the original project concept. Examples of this include a new signal at Alder and 30th, extensive median islands, extensive landscaping throughout the project, bus transfer facilities, and bike racks. All of these features have been added in response to comments received on the original proposal, most particularly Interior Department comments regarding impact on park land. The resulting changes and additions are felt to greatly improve the overall project, though they also add considerably to its cost.

Existing Street Description

There are three major traffic arterials serving the rapidly-developing South Eugene area. This project encompasses the widening of two of these arterials, Hilyard Street and Amazon Parkway/30th Avenue. The other is Willamette Street, located one-half mile to the west. Topographic conditions and existing development limit the likelihood of any future north-south arterials being created.

Hilyard Street in this area was improved in 1960 from a 22-foot-wide oil mat road to a 36- to 42-foot two-lane facility with curbs. Lane County developed 30th Avenue in the 1960's as a major connection to Interstate 5; in 1974 the County widened 30th Avenue to four lanes east of University Street, all the way to Interstate 5. In 1963, the City built Amazon Parkway to tie core area traffic with 30th Avenue to the east, and provide a high-level arterial as an alternative to Hilyard and Willamette streets north of 30th Avenue.

Amazon Parkway and Hilyard Street intersect at 30th Avenue, which extends easterly to serve southeast Eugene residential areas and Lane Community College, in addition to connecting with Interstate 5 east of the college. Hilyard Street carries north-south traffic to East and West Amazon drives south of 33rd Avenue, and also south on Hilyard Street and Fox Hollow Road to newer residential areas.

The present traffic control consists of fully-actuated signals at 30th and Hilyard Street, 29th Avenue and Amazon Parkway, Hilyard and East Amazon, and Hilyard and West Amazon. A pedestrian-activated signal is located on Hilyard between 26th and 27th avenues, for pedestrian access to the Amazon Park, the Pool, and the Community Center. All other intersecting avenues in the project area on Hilyard Street have standard stop signs. Turn movements are controlled by short sections of raised concrete median strips on Hilyard both north and south of 30th Avenue, and on 30th Avenue east of Hilyard. All other channelization and lane markings are painted on the pavement.

History of Development

Hilyard Street originated as a Eugene-to-Creswell county road (C. R. 229) before the turn of the century. Before the area proposed for improvement was annexed to the City in 1948, the surrounding land was semi-rural with open fields and a few residences south of 30th Avenue. Hilyard Street, in 1948, had little more than farm-to-market traffic and little residential development. In the late 1940's and early 1950's, residential development increased rapidly east of Hilyard Street and north of 30th Avenue. The land west of Hilyard Street was, for the most part, marginal for development. Inadequate natural drainage, clay soil, and flooding caused by a poorly-defined channel of Amazon Creek all had a retarding effect.

In 1948 and 1949, a group of businessmen, organized to secure donations for the acquisition of land for City parks and known as the Century Progress Fund, purchased land west of Hilyard Street. This land is now a principal park known as Amazon Park.* Since 1950, residential development along the Hilyard Street corridor has extended to the present south city limits over two miles south of the project site. Heavy commuter traffic volumes have developed between the downtown Central Business District and the southeast area of Eugene. The University of Oregon and Lane Community College are also major traffic generators, drawing traffic from and through the project area. (See Figure 3)

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* Refer to the accompanying Section 4(f) Statement.

Need For The Project

The project was initiated in 1972 with the purpose of alleviating a peak-hour traffic congestion problem and providing adequate traffic capacity for the foreseeable future.

Average weekday traffic volumes, both present and existing, are shown on Figure 17.

1. Existing Conditions

The existing problem is one of insufficient capacity in both the through lanes and turn lanes to handle peak traffic demand during peak periods. This results in a backup of cars on Hilyard Street sometimes south of 34th and as far north as 27th. The backup on Amazon Parkway and on 30th is generally somewhat less, but is also part of the current problem and is projected to worsen as demand increases.

This congestion results in the following problems:

a. A long waiting period for vehicles moving through the intersection. Much of the time the waiting traffic does not clear the intersection in one cycle (that is, vehicles have to stop twice or more for a red light). Even a wait of only one cycle can extend to several minutes. The existing situation is wasteful of fuel and results in greater auto emissions than would be caused by a higher-capacity intersection.

b. Avoidance of the intersection by numerous drivers, who turn off Hilyard or 30th before they reach the intersection and use adjacent residential streets to bypass the intersection. Streets such as Alder, Harris, Potter, University, and the east-west avenues 28th, 29th, and 32nd all carry a portion of the arterial traffic that should be using Hilyard and 30th. Manual counts taken in 1975 and 1978 indicate many vehicles use adjacent streets to avoid the intersection during peak periods. It is expected that the proposed widening would greatly reduce this problem and allow use of traffic diverters where warranted to keep arterial traffic off adjacent streets.

c. Very long waiting periods for vehicles trying to enter the Hilyard traffic stream from side streets and commercial and residential driveways. Again, this problem is caused by a large number of cars having to "stack up" in a single lane approaching the intersection.

2. Future Projections

Traffic on the project streets is expected to increase to the levels shown on Figure 17, based on three principal factors.

a. A general growth in population and economic activity in the Eugene-Springfield urban area. The traffic forecasts for the year 2000 are based on population and employment projections made by the Lane Council of Governments in 1973. These projections take into account the decline in birth rates of the early 1970's and the latest available information regarding economic activity among the whole spectrum of employers--industry, services, and government. A large proportion of the population increase will come from in-migration to the area. The metro-area projections for the year 2000 are a population of about 277,000 (compared to 1975 estimate of 169,000) and total employment of 134,000 (compared to 1975 estimate of 75,000). L-COG staff have monitored area growth for several years since the projections were done, and the projections still appear reasonable.

b. A significant increase in population in southeast Eugene. Based upon the "most likely" development pattern within the 1990 Plan framework, City planners estimate the growth shown on Figure 18, to a year 2000 level 90 percent higher than the 1970 figure. The map depicts transportation study zones that rely primarily on Willamette, Hilyard, and Amazon Parkway/30th Avenue for trips in and out of the area.

c. An increase in total enrollment of Lane Community College (LCC). The two-year college serves a growing number of area residents in full-time degree programs, specialized and part-time classes, and adult education (mostly evening). Total enrollment for the past five years is as follows:

Academic Year	1977-78	14,905
	1976-77	13,739
	1975-76	13,177
	1974-75	12,848
	1973-74	11,602

(Figures are for highest quarter in each year.)

This shows an average enrollment increase of 7.8 percent a year for the past five years, but this rate is espected to drop to about 2 to 3 percent for the next five years. A study done by the Lane County Public Works Department in 1976 found that 40 percent of all vehicle trips to LCC used 30th Avenue from Eugene. (The other major access being via I-5, to the east of the campus.) Therefore, increased enrollment and/or employment at LCC will contribute to heavier traffic at the project location.

All the above factors are expected to result in greatly increased traffic demand at the project area. This increase in demand takes into account expected diversion of trips to other modes.

Related Planning

1. Metropolitan Transportation Plan (T-2000)

In June 1978, Eugene, Springfield, Lane County, and the Lane Council of Governments adopted the Eugene-Springfield Area 2000 Transportation Plan, locally known as T-2000. The adoption of this plan resulted from many years of local and State efforts. The new T-2000 Plan replaces the Interim Plan adopted by L-COG in 1970, and contains the following features relevant to this project:

a. It is based on a policy framework of "12 principles," among them a goal in Eugene of 30 percent of all person-trips in the year 2000 to be on alternate modes, i.e., mass transit, paratransit, carpooling, bicycling, and walking.

b. Traffic volumes on arterial streets are based on this "policy" diversion of trips to other modes, along with the population and economic growth outlined above. Most arterials are expected to have significantly increased traffic demand by the year 2000.

c. The Plan recommends arterial street widening, a few new arterials, and many transit, bicycle, and paratransit projects, along with policies aimed at achieving a more integrated multi-modal system than at present.

d. The 30th-Hilyard-Amazon project is recommended by the Plan. However, elected officials adopted the Plan with the understanding that major projects would be subject to further review and citizen involvement, as they moved toward implementation.

e. The Plan relies very heavily on existing arterials and use of traffic engineering techniques, minor improvements, and, where warranted, major widening projects such as this one. Very few new arterials are recommended. One of these is a proposed connection from the 30th Avenue-Interstate 5 interchange, eastward and northward to central Springfield. This route would mainly serve trips between Springfield and I-5 or LCC, although it was forecasted to add about 3,600 vehicles per day at the 30th/Hilyard intersection by the year 2000. The new connector was adopted on the condition that the need and alignment be studied further during the next year. The proposed design of this project will handle the extra 3,600 vehicles/day (i.e., this increment will not alter the proposed design.)

The proposed widening project has consistently been shown on area transportation plans as one of the most needed, most feasible, and least disruptive projects to keep pace with a growing population and growing transportation demand. This project was included in the 1970 Interim Plan. However, that plan also proposed an extensive nework of freeways and expressways which led to community opposition and the update process, culminating in the T-2000 Plan. Much of the opposition to this project appears to stem from its association with other elements in the old Interim Plan (also called the E-SATS Plan) and the fear that this widening constitutes piecemeal freeway construction.

As the T-2000 Plan shows, however, this project is the only major widening proposal in southeast Eugene and is, in fact, consistent with the overall philosophy of T-2000 and State and Federal planning to place maximum reliance on the existing arterial system.

2. 1990 Plan (Metro Plan)

In 1972, Eugene, Springfield, Lane County, and L-COG adopted the Metropolitan 1990 General Plan. The document is a set of goals and objectives aimed at guiding the long-range physical development of the region, and a plan diagram depicting the type of land use suitable in various parts of the area.

The project area and entire southeast portion of the city are designated as "low-density residential," for one to ten dwelling units per acre. The scale of the plan diagram is such that small, isolated commercial uses, such as those along Hilyard, are not shown and, in fact, are not intended to be specified within this area-wide general plan.

Transportation was given only a generalized treatment by the 1990 Plan, with the understanding that a separate Transportation Plan, if compatible with 1990 Plan goals and policies, would constitute a "refinement plan" for transportation. The 1990 Plan diagram does identify 30th Avenue, Amazon Parkway, and Hilyard Street as important arterials.

A major update of the 1990 Plan now underway is not expected to alter future development in any way that would lessen the need for the proposed project. However, one possible change could intensify its need: Development of the "LCC basin," an area outside the present Urban Service Boundary (defined as the ridgeline) approximately one mile east of Hilyard Street. This is one of several areas being considered for inclusion within the urban boundary. Extension of urban services could result in residential development; the impacts of this and several other alternatives are under study.

3. South Hills Study

The 1990 General Plan stops short of detailed plans for subareas within the metropolitan area. These detailed plans are left to refinement studies, several of which have been completed and adopted by the City Council. The first such major plan, completed in 1974, was the South Hills Study, a comprehensive plan for most of the southern section of the city, containing policies for future development of housing, sewers, parks, and other elements.

The South Hills Study began because of concern about the pressures of development and possible impact on physical appearance, on the natural environment, and on City services, such as sewers, drainage, and transportation. The transportation analysis done for the study showed continued heavy reliance on Hilyard, 30th, Amazon Parkway, and a few other arterial streets serving the growing population of South Eugene.

Although the project area is not actually part of the South Hills, the adopted recommendations of that study are relevant. Notably, the urban service boundary is defined as the south and east ridgeline. Development in the eastern section (east of Friendly Street) is limited to five dwelling units per gross acre and is subject to the City's Planned Unit Development criteria. The population estimate described above under "Future Projections" is consistent with these recommendations.

4. Bikeways

The 1970's have brought about increased interest and enthusiasm for bicycling as a means of recreation and transportation. A Bikeway Master Plan was adopted by the City Council in 1975 and is currently being implemented. About 55 miles of a projected 150 miles have been completed. (See Figure 19)

The proposed project includes portions of several of these bikeways: The trail through Amazon Park, and sidewalk bicycle paths along Hilyard Street and 30th Avenue.

The Amazon Trail path through the park with a proposed underpass at Amazon Parkway will provide a good off-street route for a potentially high ridership, namely students going from the southeast area to Roosevelt Junior High and South Eugene High School. It will also be used by bike commuters to downtown and by recreational riders. Off-street paths will also connect the intersections of 30th/Hilyard and 29th/Amazon Parkway, as an alternate to on-street lanes on Amazon Parkway.

A signed bike route on Alder Street also passes through the project area. The crossing of Alder and 30th has long been identified as a problem area for cyclists, and the proposal calls for a pedestrian/cyclist-activated signal to aid in crossing 30th.

The signed Alder Street route is expected to remain the preferred route to the University of Oregon, while the sidewalk path along Hilyard will provide a continuous sidewalk route in between the other two, for cyclists who prefer to ride along Hilyard.

The sidewalks along 30th Avenue will primarily serve foot and bicycle traffic to Harris School and to shopping areas along Hilyard. However, the sidewalk on the south side will double as a bicycle path connecting with the recently-constructed County path along 30th, east of University Street. This will enable cyclists to commute to LCC.

5. Mass Transit

a. Existing Routes

Three of the existing transit routes in southeast Eugene shown on Figure 20 serve the project area. The No. 11 LCC via Harris provides service for the residential area north of 30th Avenue to the University of Oregon and downtown Eugene, as well as connecting those three areas with Lane Community College.

The No. 26 Willamette connects the southeast Eugene residential area with downtown Eugene via East and West Amazon Drives, 33rd Avenue and 34th Place, and Willamette Street. Buses on this route and the No. 11 (Harris) route operate at half-hour headways during weekdays.

The No. 7 LCC via Amazon Parkway provides 15-minute headways during most of the day between downtown Eugene and LCC. Extensions of this route take some buses (with less frequency) beyond LCC to the suburban towns of Goshen and Lowell, southeast of Eugene.

b. Transit Usage.

Total LTD ridership has grown dramatically since 1970, when the system came into public ownership. This is depicted on Figures 21A and B.

There was a substantial increase on all bus lines during the winter fuel shortage of 1973-74, peaking at a level of 16,000 daily riders during February 1974. A corresponding decrease in total vehicle traffic of about 10 percent was noted during the same period. Ridership declined after this peak, but then leveled off at about 8,000 average daily trips and has since resumed its upward increase. Figure 21C shows the latest available ridership totals.

While this increase is encouraging, it must be kept in perspective. There are currently about half a million trips by automobile in the urban area on an average weekday. Thus, the LTD share is presently only a little over two percent.

Transit usage along 30th Avenue would appear to be quite a bit higher than the system-wide average, due to LCC riders. Counts taken during October 1976 showed a total of 1,785 trips per day to LCC by bus. A majority of these are using routes 7 and 11 along 30th.

c. Current Transit Planning.

The Lane Transit District's current Transit Development Program (TDP) for the period 1978-81 and the adopted recommendations of the T-2000 Plan both have implications for the project under consideration.

Both the TDP, a "short-range" program of transit improvement, and the T-2000 Plan recommend gradual development of a "bus rapid transit" system. This entails a number of "nodes" or transfer points at key locations throughout the urban area, usually where there is an existing concentration of activity such as education, shopping, or employment. The general area of 30th and Hilyard has been identified as such a node. Under this concept, buses would travel directly from the node to the central transfer station in downtown Eugene, University of Oregon, LCC, community shopping centers, etc. The concept might include a local "feeder" service to take passengers to and from the transfer node.

Facilities at these nodes will vary from small waiting shelters to large multi-use complexes like the downtown Eugene Central Transit Station. The transfer facilities near 30th and Hilyard will consist of bus turnouts and passenger shelters at 30th and Alder and 29th and Amazon Parkway. (See Figure 13) After examining several alternatives, including an off-street transfer area, this proposal was selected as best meeting the criteria of fitting existing and future route structures, requiring the least amount of new right-of-way and being relatively inexpensive. This does not rule out the possibility of a future major off-street transfer station, if warranted.

The bus storage areas of 30th and Alder will each accommodate two buses on a "layover," that is, out of the traffic stream while waiting for a scheduled departure or for arrival of another bus with transferring passengers, or simply loading and unloading.

The 30th and Alder site will be augmented by several bus stops on Hilyard and at 29th and Amazon Parkway. The latter will feature a turnout for northbound buses, compatible with Parks Department development of that site, including bicycle racks, pedestrian waiting area, and a future parking lot for the planned soccer field in the park and potential park and ride patrons. See Figures 12 and 14.

One possible bus routing scheme after the proposed improvements are made is shown on Figure 22. Such a route would provide more direct service betwen southeast Eugene and the University of Oregon, which is lacking now and was mentioned by many persons who commented on the Draft EIS. This specific diagram is not a part of the current Transit Development Program, but does repesent one possible scheme for implementation of the general route system concept of the TDP, and the T-2000 Plan.

6. LCDC Goals

The Oregon Land Conservation and Development Commission (LCDC) oversees governmental land use planning in the state. Two of the Statewide Goals relate to this proposed project: Citizen Involvement and Transportation.

The goal of citizen involvement has been met by the entire project development process. Both Federal requirements and local concerns have led to an extensive record of public input on this project, more than on any other project of this scope during the past decade in Eugene. Although there is still some vocal opposition to the project, comments made by project area residents, business owners, motorists, bicyclists, transit users, neighborhood groups, etc., have all greatly influenced the project design.

In addition, in May 1976 an opinion survey of householders and motorists in the project area indicated substantial public support for the project, although public hearings have brought mostly negative comments.

As a result of public input, the project alternative now proposed is substan= tially different from the original design.

The LCDC Transportation goal calls for consideration of all modes, attention to local and regional needs, minimizing adverse social, economic, and environmental effects, conserving energy, improving transportation for disadvantaged persons, facilitating the flow of goods and services, and conformance with local land-use plans. The proposed project is included in the area's T-2000 long-range plan, which itself has been judged consistent with this LCDC goal and helps meet the various considerations listed.

EXISTING ENVIRONMENTAL SETTING

General Characteristics

Eugene is located at the southern tip of the Willamette Valley. It is the county seat of Lane County, the second largest city in Oregon (population about 100,000) and the center of a metropolitan area of some 170,000 people. The economy of Eugene and the metropolitan area has historically been tied closely to the lumber and wood products industry. As home of the University of Oregon (1977 enrollment 15,500) and Lane Community College (1978 enrollment 14,900), Eugene has long been an important center for higher education.

The neighborhoods in the project area are well-maintained, stable, and generally of middle-income level. Since little zoning change is anticipated for the area, predominantly single-family housing should remain essentially intact in the near future. Neighborhood groups in the area are shown on Figure 23. Several of these have been active in commenting on the proposed project; see Appendix.

Existing land use in the immediate project area along the east side of Hilyard Street from north of 29th Avenue to south of 34th Avenue is primarily commercial with a few single-family dwellings between 29th and 30th. The west side of Hilyard Street and both sides of Amazon Parkway consist of park lands of the City of Eugene. These lands are developed and landscaped north of 29th Avenue and are graded but undeveloped south of 29th. West of the parkland along Hilyard, and separated by Amazon Channel, are single-family houses (fronting on 31st, 32nd, 33rd, and 34th Avenues), about 200 feet from Hilyard Street.

Along 30th Avenue, single-family houses front on the north-south streets and are set back about 25 to 35 feet from the curb. There are five such houses within the project area along 30th, four between Alder and Kincaid, and one west of Alder. Remaining land use between Alder and Hilyard consists of a bank on the north (access from 30th and Hilyard), and a neighborhood shopping center on the south side of 30th (access from 30th, Hilyard and Alder). Farther east on 30th, beyond the project area, single-family houses line the street with the exception of Harris School, a public elementary school four blocks east of Hilyard on the north side.

Figure 5 is an aerial photo showing existing land use, while Figure 24 shows zoning. Current zoning closely reflects the present land use.

No historic, cultural, or archeological sites are located in the project area.

Physical Characteristics

The area around the proposed project is relatively level with a slight general slope to the northwest, with an average elevation of 435 feet above sea level. South and east of the project area, elevations rise to a ridgeline which defines the urban service boundary. Development up toward this boundary has proceeded rapidly during the past 10 years and is expected to continue until virtually all buildable areas area developed. The City is attempting to acquire land for a continuous "ridgeline park" and will probably not allow expansion of urban development south of the ridgeline; however, eastward expansion may occur.

The Amazon Creek channel is the major drainage way for all southeast Eugene and is the recipient of all city storm sewers in the south and southeast sections. Amazon Creek was reshaped within the boundaries of Amazon Park from a narrow, shallow ditch to a wide, flat-sloped channel in 1952 by the City of Eugene Parks Department. Some realignment and additional grading was done in addition to concrete lining at the entrance and discharge of the bridge crossings by the Army Corps of Engineers. Winter storm runoff causes the channel to run full at times, and in extreme rainfall, the channel overflows between East and West Amazon Drive approximately one-half to one mile southeast of the project site. Summer flows are very low, and vegetation ususally covers the channel bottom in the driest part of the season. All existing bridges were constructed in the 1950's and 1960's.

The soil in the area of concern consists of alluvial deposts of Bashaw silty clay soil overburden on sandstone shale subsoil. It becomes dry and cracked in the summer during hot weather and is saturated in winter.

The climate of the area is moderate, with cool, wet winters and warm, dry summers. Precipitation averages about 42 inches per year. Short-term extremes may occur in winter, with heavy snow, ice, and colder temperatures. Summer temperatures are generally moderated in late afternoon from hot to cool by an onshore air flow from the Pacific Ocean, which tends to "air condition" summer days.

Native flora of the project area consist of Oregon ash and willow trees, blackberry vines, and grasses along the creek banks. Although the project area was originally a meadow and wetland shrub area, the channelization of the creek ended the wetland nature. Associated species found in the basin are Scotch broom, wild rose, Oregon grape, English holly, blackberry, currant, poison oak, snowberry, English ivy, and varieties of native ferns. In adjacent residential areas, ornamental deciduous trees dominate the landscape. The aquatic flora of Amazon Creek are minimal, consisting primarily of rushes, cattails, and weed growth, with some willow and scrub poplar species.

With the exception of parkland, the project area consists of urban neighborhoods; therefore, the wildlife population is not extensive. It is limited to ground squirrels, gophers, and small rodents and snakes. There are songbirds and occasional pheasants, owls, hawks, and other avian species found in the area. There are no rare or endangered wildlife species in the project area.

The aquatic fauna of Amazon Creek are limited to frogs, Gambusia fish (planted to control mosquitoes), and native aquatic insects.

Noise and Air Quality

Existing noise levels and air pollution levels in the project area are described as part of the Probable Impacts section.

PROBABLE IMPACT OF THE PROJECT ON THE ENVIRONMENT

The proposed project will facilitate smoother traffic flow, increased average speeds, greater ease in turning, and improved operation at intersections. All of these factors will improve access to the Central Business District, Interstate 5, the University of Oregon, Lane Community College and south Eugene, thereby favorably affecting the residents and businesses in these areas. Although 29th Avenue will be vacated, this will actually benefit traffic movement through the area.

The construction of bicycle paths, sidewalks and bus facilities as part of this project will encourage alternative forms of travel--not just individually, but also by making transfers from a walk or bike mode to a transit mode easier.

Steps taken to minimize adverse impacts are discussed below.

Noise

The analysis in the noise impact report in the Draft EIS has been completely redone to comply with new guidelines, follow the latest available methodology, and take into account any changes in conditions since the 1974 study was done.

1. General Considerations

The predominant noise source in the project area is automobile traffic (including trucks, although they are a very small percentage of total traffic). Forecasted traffic growth would bring about some increase in noise levels, whether or not the project is built (assuming there will be no reduction in noise generation by individual vehicles). Widening the streets will affect the noise levels by facilitating a certain volume/ speed combination, and by moving traffic closer or farther from noise receptors.

Federal Highway Administration (FHWA) design noise levels relevant to this project call for the following:

Residential and park land	L_{10} = 70 dBA
Commercial land uses	L_{10} = 75 dBA

These guidelines are for the exterior of the affected land use, and they mean the following: That the noise level on residential and park land should not exceed 70 decibels (dBA) more than 10 percent of the time (hence, L_{10}). The comparable figure for commercial uses of the type in the project area is 75 dBA, recognizing that commercial functions, particularly on the exterior of the buildings, are more noise-tolerant than residential.

In a flat, fairly open area like 30th and Hilyard, traffic noise will depend primarily on traffic volume, speed, and distance between the roadway and receptors. Of these three factors, volume is the least important. For example, a doubling of traffic volume would increase sound levels about 3 dBA, which is also the amount of increase (or decrease) that can be detected by the average person. The combination of speed and volume that produces the highest noise levels is "Level of Service C," a term that denotes fairly high volumes and moderate speeds, with some congestion in the traffic flow.

2. Methodology

Noise measurements were taken at four locations, indicated as Sites A, B, C, and D on Figure 25. These sites are on residential or park land, and ranged from 30 feet to 180 feet from roadway centerline.

Traffic volume and speed data were used to compare predicted values* of L_{10} with measured values; it was found that, at close distances, an upward adjustment must be added to the nomograph estimates to accurately reproduce measured values; see Table 1.

Using the nomograph and adjustment factor, noise levels (L_{10}) were then estimated at five "areas of concern" for the build and no-build alternatives. These five areas are shown on Figure 25. The L_{10} estimates are shown in Table 2.

Finally, the noise levels were compared to assess the impact of the build and no-build options, and mitigation measures were studied.

3. Existing Noise

Table 1 shows existing noise levels at the four measurement sites. Residences along Hilyard north of 30th and along 30th currently exceed the FHWA guideline of 70 dBA. Residences south of Amazon Parkway and west of Hilyard have much lower noise levels, chiefly because of greater distance from the roadway.

L_{10} values estimated by nomograph are significantly lower than measured for very close receptors. It is surmised that this is due to the acceleration/deceleration noise resulting from operations near traffic signals. At distances of over 100 feet from the roadway, however, this influence appears to lessen and the nomograph duplicates actual measurements more reliably.

4. Predicted Noise Levels

Table 2 shows predicted L_{10} levels for the no-build and build conditions.

(Note that although total traffic volumes are expected to be identical for build and no-build, the Level of Service C volumes are quite different. This is because building the project will increase capacity and allow more vehicles to pass by under Level C conditions).

> Area 1: Although volumes increase with the build option, the shift of centerline (of Hilyard) some 13 feet away from the houses on the east side of Hilyard, actually reduces the expected noise (although a 1 dBA decrease is not considered significant).

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* Noise predictions were based on nomographs contained in NCHRP 174, Highway Noise: A Design Guide for Prediction and Control, Highway Research Board, 1976.

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30TH - HILYARD - AMAZON PROJECT

City of Eugene, Oregon
December 1979

Area 2: The shift of centerline toward residences west of Hilyard, along with increased traffic volume, will increase the L_{10} by 3 dBA for the build option. However, the resultant 61 dBA is still below the guideline of 70.

Area 3: The centerline of 30th will not shift, but greater volumes under the build alternative will increase the L_{10} from 71 to 73 dBA, at the property line of residences along 30th.

Area 4 and Area 5: These areas are defined as Amazon Park, as affected respectively by Hilyard traffic (east side of park) and Amazon Parkway traffic (west side of park). Although L_{10} increases slightly, the resulting 64 dBA is well within guidelines.

5. Summary of Impact and Mitigation

The worst noise levels, both existing and if the project is built, are at the houses along the east side of Hilyard and along both sides of 30th. Unfortunately, these areas (1 and 3) cannot be "screened" from traffic noise. Successful blocking of noise requires a barrier high enough to block the line of sight between receptor and roadway, and long enough to form a continuous wall between the house and moving line of traffic. While such barriers are feasible on limited-access highways, they are ineffective where driveways and side streets would require frequent breaks in the barrier.

While Areas 2, 4, and 5 fall within acceptable standards, FHWA policy allows for mitigation of noise impacts, where economically feasible. Therefore, landscaped berms have been incorporated into the Park improvements as part of this project, to lessen noise somewhat (see cross-sections AA, BB, and CC, Figure 14). Noise attentuation will range from 2 to 5 dBA in western Amazon Park and for residences west of Hilyard, resulting in a slight decrease in perceived noise levels. Because of existing vegetation it is not feasible to build a berm to protect Area 4, the eastern edge of Amazon Park.

6. Construction Noise

City of Eugene Code (Chapter 4.083) prohibits any construction between the hours of 7 p.m. and 7 a.m., unless a permit is granted by the City after determining that nighttime construction activity will not disturb "the sleep, peace, quiet, comfort, or repose" of other persons in the area.

TABLE 1

EXISTING NOISE LEVELS, AND COMPARISON WITH NOMOGRAPH VALUES

Site	Speed	Hourly* Traffic Volume	Distance from Centerline	Measured L_{10}	Nomograph L_{10}	Difference in L_{10}
A - Residence, E. side of Hilyard	24	1437	30 ft.	75 dBA	69 dBA	6 dBA
B - Residence, N. side of 30th	25	1077	40 ft.	72 dBA	66 dBA	6 dBA
C - Residence, S. of Amazon Parkway	26	915	100 ft.	62 dBA	60 dBA	2 dBA
D - Residence, W. side of Hilyard (at end of 32nd)	26	1374	180 ft.	58 dBA	58 dBA	0 dBA

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* Total volume of cars, buses, and trucks.

TABLE 2

ESTIMATED NOISE LEVELS FOR BUILD AND NO-BUILD

	Area of Concern*				
Variable	1	2	3	4	5
Vc**- Build:	1440	2320	1520	1440	1520
No-Build:	1120	1570	910	1120	1050
Speed - Build:	29	30	29	29	26
No-Build:	29	30	29	29	26
Dist. from - Build:	43'	184'	45'	100'	100'
Centerline No-Build:	30'	200'	45'	100'	100'
L10 (Nomograph) - Build:	68	61	68	62	62
No-Build:	69	58	66	61	60
Adjustment - Build:	+6	0	+5	+2	+2
No-Build:	+6	0	+5	+2	+2
L10 - Build:	74	61	73	64	64
No-Build:	75	58	71	63	62

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* Areas of Concern (See Figure 25):

1 - Residences on east side of Hilyard, north of 30th

2 - Residences on west side of Hilyard, south of 30th

3 - Residences on both sides of 30th Avenue

4 - Amazon Park, as impacted by Hilyard

5 - Amazon Park, as impacted by Amazon Parkway

**Vc = Hourly volume of autos and light trucks, + 10x volume of medium trucks. (Heavy trucks are less than 20/hour in every case.)

Air Quality

1. General Considerations

Air quality is a matter of great concern in Eugene. The topography and meteorology of the area create a high potential for pollution problems and violation of standards for several reasons:

a. The foothills of the Coast Range and the Cascades come together to form a U-shaped valley with Eugene at the very bottom of the "U."

b. Temperature inversions occur with great frequency in late fall and winter, trapping stable air and pollutants near ground level.

c. Typically, abundant sunlight during summer months interacts with certain pollutants (oxides of nitrogen, hydrocarbons) to produce photochemical oxident, or smog.

d. Frequent winds from the north bring pollutants from other sources in the Willamette Valley to Eugene, where they are temporarily trapped by surrounding terrain and/or inversions. Sources of outside pollutants include industry, automobile emissions, and residual burning of harvested seed crops and logged-over forest lands (i.e., field-burning and slash burning).

Eugene has been designated an Air Quality Maintenance Area (AQMA) for carbon monoxide, oxidant, and total suspended particulates. Studies are under way to develop transportation control strategies and other techniques to bring the area into compliance with standards and the State Implementation Plan (SIP) by 1983.

The Lane Regional Air Pollution Authority (LRAPA) was consulted in 1975 and 1978, regarding their determination of consistency of the project with the SIP, and the possible need for an Indirect Source Permit for the project. (See Correspondence, Appendix F.) Their preliminary finding was that, as of this time, the project would be consistent with the SIP, but that it would require an Indirect Source Permit. As a result, LRAPA would look favorably on the project.

Data collected by LRAPA at the project site in November and December of 1976 show a high frequency of exceedances of the 8-hour CO standard and the 24-hour particulate standard (Table 3). It should be noted that EPA siting criteria had not yet been developed, therefore, the van was closer to both Hilyard and 30th than it would be under the new criteria.

TABLE 3

VIOLATIONS OF AMBIENT AIR QUALITY STANDARDS

Mobil Sampling Van
Hilyard St. at 30th Ave. Eugene

APPLICABLE STANDARDS

	Primary	Secondary
Carbon Monoxide	40 mg/m3/1 hr. 10.0 mg/m3/8 hr.	Same
Total Suspended Particulate	260 ug/m3/24 hrs.	150ug/m3/24 hrs.

VIOLATIONS

	Carbon Monoxide		Particulate	
Date	Concentration	Standard	Concentration	Standard
11/4/76	11.0 mg/m3/8 hr.	Primary		
11/5/76	12.9 mg/m3/8 hr.	Primary	165 ug/m3/24 hr.	Secondary
11/8/76	12.1 mg/m3/8 hr.	Primary	167 ug/m3/24 hr.	Secondary
11/9/76	10.9 mg/m3/8 hr.	Primary	152 ug/m3/24 hr.	Secondary
11/10/76	10.6 mg/m3/8 hr.	Primary		
11/22/76	11.8 mg/m3/8 hr.	Primary		
11/23/76	10.8 mg/m3/8 hr.	Primary		
11/30/76	14.8 mg/m3/8 hr.	Primary	231 ug/m3/24 hr.	Secondary
12/1/76	12.6 mg/m3/8 hr.	Primary	287 ug/m3/24 hr.	Primary
12/2/76	13.7 mg/m3/8 hr.	Primary		
12/3/76	14.2 mg/m3/8 hr.	Primary	279 ug/m3/24 hr.	Primary
12/4/76	12.8 mg/m3/8 hr.	Primary		
12/6/76	11.7 mg/m3/8 hr.	Primary		
12/10/76	14.0 mg/m3/8 hr.	Primary		
12/11/76	11.0 mg/m3/8 hr.	Primary		
12/13/76	14.8 mg/m3/8 hr.	Primary	263 ug/m3/24 hr.	Primary

$\frac{\text{16 days}}{\text{35 days}}$ = 46% Violating Standards

$\frac{\text{7 days}}{\text{19 days}}$ = 37% Violating Standards

2. Methodology

In order to compare air quality under the build and no-build alternatives with one another, with 1976 conditions, and with adopted standards, the following procedure was used:

a. An emission model (EMFAC-8), obtained from the State Department of Environmental Quality was used to estimate total emissions of CO (carbon monoxide), HC (hydrocarbons), and NOx (nitrogen oxides) for 1976, 1983, and 1987. (1983 and 1987 were selected because they are also the analysis years for the present AQMA study.)

b. Using LRAPA data for "worst day" in 1976, a linear equation was developed to relate CO concentrations and CO total emissions.

c. This "rollback" model was then used to estimate CO concentrations for 1983 and 1987, for the build and no-build cases. The estimated CO concentrations were then compared to 8-hour standards.

Following is an explanation of the use of the rollback model rather than a dispersion model, to predict CO concentrations.

Any modelling effort for CO begins with establishing meteorological regimes and traffic conditions for "worst case" days. The worst case day is that combination of traffic and weather that produces the highest CO concentrations. In addition, it is necessary to know the joint probability of the worst case meteorological regime--wind speed, wind direction, and atmospheric stability.

Once these things are known, a dispersion model can be used to predict worst-case CO concentrations, and thereby estimate frequency and magnitude of violations of the standards.

The usual practice is to obtain meteorological data from a nearby airport weather station and use it as representative of conditions in the project area. Current data* already show that this is not a valid assumption for this project area.

Wind speed and direction measurements from Amazon Park and the Eugene Airport (some nine miles northwest of the project site) were compared from June 1977; little correlation was found and some anomalies could not be explained. For example, when easterly flow occurred at the airport, northerly flow prevailed at the park; when southerly flow occurred at the airport, northerly flow prevailed at Amazon. In general, it was found that northerly wind direction predominated at Amazon Park and that wind speeds were low and uncorrelated with airport data.

The complex terrain in and around Eugene is the likely cause of the strong decoupling of surface winds at Amazon Park and the airport. Until at least one full year of meteorological data has been analyzed for Amazon Park, it will be impossible to determine the joint frequency distribution needed for input to dispersion models. In the mean time, proportional rollback and statistical models are the only tools for predicting worst case CO concentrations for the 30th-Hilyard-Amazon project.

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* Lynott, W.P. et al, "Eugene-Springfield AQMA Model Meteorological Input Development Program," March 1978 (Science Applications, Inc.)

3. Traffic Data

Table 4 lists the traffic data used in the air quality analysis.

Traffic volumes for 1976 correspond with a "worst-day" condition, resulting in a violation of the 8-hour CO standards and the 24-hour primary particulate standard. Volumes are slightly higher than normal week-day averages (from 3-percent to 18-percent higher, depending on the roadway section). Proportionally higher volumes are used for 1983 and 1987, so that these figures are slightly higher than linear interpolations between current data and year 2000 forecasts.

Volumes are assumed to be the same for the build and no-build cases. In reality, the peak-hour volumes shown might not be reached under the no-build situation, because of worsening congestion. On the other hand, travel speed is assumed to remain at its present levels for no-build, whereas a peak-hour decrease in speed is almost certain, which would lead to higher emissions per vehicle. Therefore, the data should produce an "optimistic" prediction for no-build air quality. For the build option, a moderate increase in average peak speeds is assumed, which will understate the improvement due to greater capacity. Finally, peak-hour speeds are applied to the highest 8-hour volumes, which will result in a conservatively high estimate of emissions.

The speeds in Table 4 are "travel speeds" which take into account average waiting time for signals, therefore, they are lower than the "running speeds" in Table 2, which are for Level of Service C conditions.

TABLE 4

TRAFFIC DATA FOR AIR QUALITY STUDY

Roadway Section, Length	Item	1976	1983	1987
Amazon Parkway, 29th-Hilyard 0.28 miles	24-hour Volume	11900	12500	13700
	Peak-hour Volume	1410	1490	1630
	8-hour Average (vph)	880	930	1010
	Percent Trucks	2	2	2
	Travel Speed (mph) (build/no-build)	14.3	19.5/14.3	19.5/14.3
30th Avenue, Hilyard-Kincaid 0.12 miles	24-hour Volume	14900	16600	17900
	Peak-hour Volume	1120	1250	1350
	8-hour Average (vph)	1060	1180	1270
	Percent Trucks	2	2	2
	Travel Speed (mph) (build/no-build)	18.7	22.0/18.7	22.0/18.7
Hilyard Street 28th-30th 0.20 miles	24-hour Volume	13200	14500	15100
	Peak-hour Volume	1170	1280	1330
	8-hour Average (vph)	910	1000	1040
	Percent Trucks	2	2	2
	Travel Speed (mph) (build/no-build)	15.8	19.7/15.8	19.7/15.8
Hilyard Street 30th-34th 0.29 miles	24-hour Volume	17000	20500	21700
	Peak-hour Volume	1560	1880	2000
	8-hour Average (vph)	1260	1510	1600
	Percent Trucks	2	2	2
	Travel Speed (mph) (build/no-build)	22.6	24.9/22.6	24.9/22.6

4. Total Emissions

A computer model, EMFAC-8, was used to determine total emissions of three pollutants: CO, HC, and NOx, for 1976, 1983, and 1987 and for build/no-build conditions. An EPA program* was also used to predict concentrations of lead (Pb) for these same years.

Several important assumptions have been made in the use of these models:

a. That the deterioration rate of emission control devices will be low. Experience has shown that actual deterioration rates are higher than estimated in the model. This would tend to result in under-prediction of total emissions.

b. That there will be no vehicle inspection-maintenance program in the Eugene area. The current AQMA study will determine whether such a program is warranted; if in effect by 1983, it would result in emissions being lower than predicted by the model.

c. Model input data: as shown at bottom of Table 5.

Total emissions are shown in Table 5.

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* U.S. Environmental Protection Agency, Draft Supplementary Guidelines for Lead Implementation Plans, Research Triangle Park, North Carolina, November 1977.

TABLE 5

ESTIMATE OF TOTAL EMISSIONS

(All figures in kilograms.)

Pollutant		Emissions (Build/No-Build)		
		1976	1983	1987
CO	Highest 8 Hours	934.6	531.0/614.0	362.9/419.2
	Annual	588,450	334,010/386,530	229,000/264,840
HC	Highest 8 Hours	91.2	46.5/53.0	34.0/39.6
	Annual	57,490	29,240/33,290	21,320/24,920
NOx	Highest 8 Hours	27.9	21.8/20.9	19.5/18.4
	Annual	17,530	13,730/13,070	12,240/11,640
Pb	Annual	41	11/10	4.3/3.9

Model Input Data:

Traffic data from Table 4.

40 percent of autos in cold-start mode.

National average distribution of model years and mileage accumulation rates.

National average ownership of air conditioners.

Ten percent of autos and light trucks carry 500-lb. load; remainder carry only one person.

Autos = 86.4%, light trucks = 11.6%, heavy-duty gasoline-powered trucks = 2.0%.

Average weight and displacement for heavy trucks = 18,500 lbs. and 360 cu. in.

Ambient temperature = 40°F. and absolute humidity = 75 grains/lb. dry air.

Two important conclusions can be drawn from these figures:

> First, that regardless of whether the project is built or not, total emissions of all these pollutants will be much less in 1983 and 1987 than in 1976, because of increasingly stringent controls on new vehicles. Second, the build alternative, by increasing average travel speeds, leads to a further improvement for CO and HC, although it also slightly worsens NOx and Pb emissions.

5. CO Concentrations

To further compare existing with future build/no build conditions, a rollback model was used to estimate carbon monoxide concentrations in the project area. The equation used is shown at the bottom of Table 6. Several assumptions have been made in estimating CO concentrations:

a. That data from 12/3/76 represent worst-case meteorological and traffic conditions. In fact, Table 3 shows two days with concentrations slightly higher than those on 12/3/76. Therefore, the estimates may tend to slightly understate the actual concentrations. However, relative values, that is, comparisons of the different years and build/no-build cases, will still be valid.

b. That emissions from side streets (non-arterials) in the project area will vary in the same proportion as emissions from the modeled arterials.

c. That background CO concentrations will remain consistent over time. Actually, improved vehicle emission controls on newer cars will result in some reduction in background CO, while growth in traffic will partially offset this reduction. The net effect should be some reduction in background CO.

Table 6 shows CO concentrations for 1976, 1983, and 1987, build and no-build.

Conclusions are similar to those for total emissions: First, that improved emission controls will bring about an improvement over present conditions, regardless of whether the project is built. Second, in 1983 the build option will probably be in compliance with the 8-hour CO standard, while the no-build is likely to violate the standard, assuming the absolute values in Table 6 are slightly underestimated. Third, in 1987 both build and no-build will be in compliance, with the build option resulting in about a 10 percent improvement over the no-build.

TABLE 6

CARBON MONOXIDE CONCENTRATIONS

8-Hour Average CO Concentration in mg/m3

	1976	1983	1987
Build	--	8.88	6.67
No-Build	14.2	9.96	7.41

(Standard = 10.0 mg/m3)

Proportional rollback equation:

$$C = B + KE$$

where: C = Total CO concentration in mg/m3 (8-hour)

B = Background concentration in mg/m3 (8-hour)

K = Constant of proportionality in mg/kg-m3

E = Emissions in kg (8-hour)

To determine K, use data for 12/3/76:

$$K = \frac{C-B}{E} = \frac{14.2\ \text{mg/m3}-1.92\ \text{mg/m3}}{934.6\ \text{kg}} = 0.0131\ \text{mg/kg-m3}$$

Knowing K, and assuming B = 1.92 for all cases, C can be determined for different values of E (from Table 5).

6. Other Pollutants:

a. Fugitive dust*

Fugitive dust generated from traffic on roadways increases as a function of vehicle speed. Increased vehicle speeds in the project area for the build condition will therefore produce higher particle concentrations downwind from the project. However, about half of this dust will settle to the ground within 50 feet of the roadway. Therefore, the increased speeds resulting from the project will not produce a significant increase in suspended particulate concentrations at distances over 50 feet from the roadway. The exact quantification of the fugitive dust problem is not possible given current data and prediction methods.

7. Conclusions

a. Air quality is expected to improve significantly in the project area within the next decade, because of improved vehicle emission controls.

b. The 8-hour CO standard is presently violated in the project area, for worst-case days. In 1983, the standard will be met under the build condition but not under no-build; in 1987, it will be met under either condition (assuming speeds remain constant under the no-build condition).

c. The build option will result in better air quality than the no-build option.

8. Consistency With State Implementation Plan

The Lane Regional Air Pollution authority (LRAPA) has evaluated the project and determined it to be consistent with the State Implementation Plan for air quality. See Correspondence, Appendix F.

Wildlife

Habitat for wildlife within the project area boundary is minimal. In the area of the bridge extension and culvert installation, Amazon Creek habitat wil be temporarily disturbed. It is not anticipated that this project will have any significant effect on wildlife in the area in view of such existing conditions as heavy traffic and urban development, and because the Amazon Creek has been dredged and graded over the years to a point where any extensive aquatic life is absent.

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* Schmel, G.A., "Particle Resuspension From an Asphalt Road Caused by Car and Truck Traffic," Atmospheric Environment, 7:291-309 (1973).

Midwest Research Institute, "Quantification of Dust Entrainment From Paved Roadways," EPA Contract No. 68-02-1403 (Task 25, March 4, 1977.

The areas where Hilyard and Amazon Parkway will be widened are flat and treeless, so no wildlife or significant vegetation will be affected.

There are no known species of rare or endangered flora or fauna in the project area, nor any wetlands or habitat of endangered species that will be affected by the project.

Social Impacts

The project will not adversely affect any minority group, or necessitate any relocation of residents or businesses. It is not expected to create any problems of access for special categories or the general public. In fact, the total project is expected to improve access both within and through the project area not only for motorists but also for pedestrians, bicyclists and transit riders. Emergency vehicle response time should be improved some what. Where widening the streets could impose a greater barrier between residents and neighborhood shopping or the park, care has been taken to provide features such as pedestrian signal indicators, bicyclist/pedestrian activitated signals (at 30th and Alder), and landscaped median areas for mid-block street crossings. At the conclusion of the project, all intersections will have wheelchair ramps at the curbs.

No relocation of residences or businesses will be required. Very little private property will be involved in right-of-way acquisition; a total of 440 square feet, all for slight increases in curb return radii. See Figures 10 and 11 for location of additional private land needed.

The neighborhood shopping center parking lot at the southeast corner of 30th and Hilyard wlll be impacted in three respects: 1) loss of some parking area along 30th Avenue which is presently within the existing street right-of-way; 2) closure of the most westerly driveway on 30th; and 3) obstruction of left turn entries from southbound Hilyard vehicles, due to the proposed median island. These will not cause undue hardship, as several alternate entrances and exits are available, and there is excess area in the parking lot at present to accommodate relocation of the spaces that will be lost along 30th.

One additional impact will be closure of a driveway to a supermarket, at the northeast corner of Hilyard and East Amazon Drive (See Steps To Minimize Harm Section for discussion of mitigation).

Utility Impacts

The project will require the relocation of two to three electric poles, as a result of the vacation of 29th Avenue. The widening of Hilyard Street to the west will require relocation of 11 power poles. Facilities on the east side of Hilyard will remain essentially unaffected.

Historic and Archeologic Impacts

The State Historic Preservation Office has determined that the project will not impact any known archeological or historic sites (See Correspondence, Appendix F). However, should any cultural materials be discovered before or during construction, the project will be temporarily halted to determine the proper course of action.

Park Land Impacts (See 4(f) Statement)

The project will directly affect a small portion of Amazon Park, a city-owned community recreation area. The project will require a 15-foot wide strip of land for right-of-way along Hilyard Street from 29th to 34th avenues, for the widening of Hilyard. The loss of park land would be approximately 33,250 square feet. No facilities or developed land will be acquired, because the City Parks Department has long known of the need for the project. The Amazon Park Master Plan reflects this understanding and future development will take place with the project in mind.

To compensate for the loss of the 15-foot strip along Hilyard, the Parks Department will be granted, by street vacation, the dedicated rights-of-way of 29th Avenue, 32nd Avenue, and an alley; net gain to the park will be 0.47 acres. Additionally, in order to maintain the intended use of the park, various other facilities will be constructed for the park using project funds and in keepng with the Amazon Park Master Plan, including:

a. Bikepath/sidewalk along the west side of Hilyard from 29th to 34th avenues;

b. Bikepath through the park and under the Amazon Parkway bridge from 29th to 34th, extending Amazon Trail that exists north of 29th. This includes the construction of an undercrossing that will establish a new connection between two sections of the Park and eliminate vehicular and bicycle/pedestrian tavel conflict at this point;

c. Planting screens on raised mounds or berms along Amazon Parkway and the west side of Hilyard, which will reduce visual impact of the roadway and reduce traffic noise; and

d. Landscaped medians on Hilyard and Amazon will be built, as requested by the Parks Department.

Access to the park will not be changed, and grading requirements in the 4(f) land are minimal. All project features have been designed in close consultation with the City Parks Department.

No Land and Water Conservation Funds were used to purchase or develop the park.

Water Quality Impacts

The bridge extension at Amazon Parkway will require work in the stream bed of the Amazon Creek channel. The contractor will pump the flow into a bypass channel. The construction will take place during the low-flow summer months; therefore, erosion and sedimentation will be minimized.

Probable Adverse Environmental Effects

Noise levels are expected to increase slightly, and to exceed standards for residences along Hilyard and 30th (portions). Lead emissions, although reduced from current levels, will be slightly higher for the build than for the no-build alternative.

An additional culvert crossing under Hilyard Street and 33rd Avenue will disturb the habitat of that portion of Amazon Creek and will alter existing conditions. However, this part of the stream is periodically subject to alteration by dredging, which is undertaken to maintain adequate flow.

Short-term adverse impacts will include a small amount of channel pollution (siltation) from widening of the Amazon Parkway bridge; localized air pollution and noise from construction operations; and higher traffic on adjacent streets for a short time, if a detour is used during construction of the culvert mentioned above.

Steps to Minimize Harm:

The proposed vacation of 29th Avenue through Amazon Park will offset any negative effects of the project, in terms of use of park land. The net effect will be beneficial, by replacing park land taken for widening Hilyard and by allowing cohesive development of the entire park. (See 4(f) Statement)

Additional traffic signals on Hilyard at 33rd, 34th, and between 26th and 27th have been provided during the past two years, to provide safe access to the park from the residential areas east of Hilyard, at three-block intervals. This will help offset the negative aspects of a wider "barrier" between the park and the neighborhoods. (See 4(f) Statement)

In several locations, landscaped median islands will lessen the visual impact of the widening and facilitate pedestrian crossings of 30th, Hilyard, and Amazon Parkway.

Air pollution during construction caused by dust from excavation will be controlled by the contractor. The City of Eugene has standard specifications requiring the contractor to maintain dust control during excavation and to take precautions to abate the nuisance of dust particles by cleaning up, sweeping, sprinkling, or other means. Exhaust emissions from construction equipment are difficult to control and are not considered excessive, in comparison to those contributed by traffic. Noise from the construction equipment is unavoidable, but it is limited to working day hours unless a permit is issued by the City for extension of working hours.

A detour will probably be required during the construction of the culvert crossing of Hilyard Street at 33rd Avenue. This detour would involve the Hilyard Street traffic north and southbound. It might be possible to construct the culvert by restricting traffic to one-half of the street at a time; however, the time involved for construction of a half street operation might greatly exceed that for full street closure. In addition the traffic hazard and signing requirements would be reduced using a full closure.

City Traffic Engineering staff will confer with the manager of the shopping center at 30th and Hilyard, to make recommendations for revising the parking layout and circulation pattern. Some minor, low-cost changes are expected to offset the loss of some parking adjacent to 30th and partial restriction of access due to median islands and closure of one driveway. City staff will also meet with the manager of the supermarket at Hilyard and East Amazon Drive, where a driveway will be closed, to discuss whether an alternative access will be required.

Mitigation for the small amount of private land to be acquired primarily involves the payment of fair market value for the land, plus any damages to the remainder.

Coordination with other agencies within the City government and public utility agencies will be accomplished throughout the project. Underground and aboveground utilities will be identified on the construction plans and field located by each utility; Eugene Water and Electric Board, Northwest Natural Gas Company, Pacific Northwest Bell, and Teleprompter of Oregon. The vacation of 29th Avenue will require the retention of the underground and overhead utility easements. Within City government, the Parks Department and Department of Public Works will continue to work closely together during project implementation. The City will also continue to work closely with Lane Transit District on certain features of the project. Additional coordination will be actively pursued with any other agency that may be involved.

All work involving bridge extension and increasing culvert capacity on Amazon Channel will be subject to review and approval by the Corps of Engineers. All such work will take place during summer months when channel flow is minimal, to reduce pollution and effects of damming or diverting the water.

Relationship between Short-Term Use and Long-Term Productivity

1. Construction Inconvenience

During the actual construction of the project, there will be signing, barricading, and possible detouring of traffic in the project area. This will inconvenience commuters during the period of closure. There will be a certain amount of noise and air pollution contributed by equipment during construction. This will be a short-term effect, limited to working hours.

2. Long-Term Benefits

There will be, as a result of this improvement, an upgraded level of service. Not only motorists, but bicyclists and transit users will benefit as well. Traffic conflicts, delays, and accidents at signalized intersections will decrease because of better lane movement control for both left- and right-turn lanes, and additional through lanes. At present the 30th Avenue-Hilyard Street intersection does have some turning conflict accidents, which should diminish as a result of the improvement.

It is expected that the improvement will result in a satisfactory level of service for the foreseeable future, namely for the projected year 2000 traffic volumes.

Irreversible and Irretrievable Commitment of Resources

The lands used for right-of-way will be irreversibly committed to that use. The funds used for the project, Federal, State and local, will not be available for other transportation improvements.

ALTERNATIVES

Design Alternatives

1. Widening Hilyard on the east side to avoid taking of park land.

Figures 27 and 28 compare, respectively, the proposed project and an alternate that would shift the Hilyard widening eastward, to avoid taking Amazon Park land. Superimposed on the aerial photos are the proposed right-of-way lines for the two alternatives. Widening Hilyard on the east, as well as on the west up to the existing right-of-way line, would entail the following extra costs:

Item	Estimated Cost
Removal and replacement of east curb and sidewalk	$ 57,000
Purchase of five residences (S of 29th)	212,000
Purchase of service station (S of 30th)	55,000
Relocation of electric substation (S of 29th) and power lines along east side of Hilyard	415,000*
Purchase of parking lots and payment of damages	165,000
Total	$904,000 Extra Costs

In addition, widening to the east would place telephone company manholes in the street, rather than behind the curb as they are now. This increases traffic hazards.**

Although these are preliminary estimates, it can be seen that this would be a very costly alternative. Perhaps most important, though, is the neighborhood disruption this would entail. As can be seen by the record of public comment, most of the objections relate to intensifying the role of Hilyard as an arterial and bringing more traffic "through" the neighborhood. (In addition, the local concern for the effect on Amazon Park should be decreased by the improvement in the park as a result of the selected alternative.) This amount of disruption in an existing neighborhood would likely be judged unacceptable by City officials.

Therefore, the net impact in terms of cost and disruption will be least by widening Hilyard on the west side only (the selected alternative), which will require the taking of park land as opposed to widening on the east. However, this taking will be more than compensated by the vacation of 29th Avenue through the Park.

2. Widening Hilyard Street only, or widening the approaches only in the immediate vicinity of the Hilyard/30th intersection.

In 1977, a detailed study was made of existing capacity at each of the signalized intersections, namely 30th-Hilyard, 29th-Parkway, Hilyard-East Amazon,

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* See correspondence from Eugene Water and Electric Board, 10-17-78, Appendix F.

** See correspondence from Pacific Northwest Bell, 11-6-78, Appendix F.

Hilyard-West Amazon. Based on actual measurements of the numbers of vehicles clearing the intersections per hour of green time, an analysis was done to determine numbers of through and turn lanes needed at each intersection to provide a tolerable level of service. This is the basis for the design as shown on Figures 10 through 13. Any lesser widening or lessened extent of the project will not result in the desired level of service (avoidance of Level of Service E) for existing and projected traffic.

The existing and future traffic congestion cannot be relieved by a very localized widening. The present conditions and future projections indicate a need for increased vehicle storage on Hilyard from 34th Avenue to north of 29th Avenue. Similarly, two through lanes are required after vehicles clear the signal to permit free flow of traffic. If only one lane were provided, vehicles making left and right turns would cause a backup of other cars and quickly defeat the purpose of the widening.

The logical southern terminus of the Hilyard widening is 34th Avenue and West Amazon Drive, since the majority of traffic on Hilyard enters or leaves via East and West Amazon drives. The volume drops off sharply south of there and can be handled by the existing two lanes.

The northern terminus of the Hilyard widening is determined by the required distance for four lanes of traffic to provide a transition to two lanes without creating another "bottleneck" or safety problems. Two lanes on Hilyard north of 28th are expected to be sufficient, until the capacity restraint is encountered at the next major signalized intersection at 24th Avenue. There, Hilyard is striped for four lanes.

The widening of 30th Avenue to east of Alder is dictated by the amount of traffic, the on-street bus waiting areas and the need for the left-turn pocket from westbound 30th to southbound Alder Street. Again, the existing width of 30th east of Kincaid is expected to provide sufficient capacity, although if necessary, it could be re-striped to four lanes at a future time. (East of University Street, 30th is already four lanes wide.)

The width and number of lanes on Amazon Parkway, at Hilyard and at 29th, are based on capacity calculations and existing and forecasted traffic volumes. The required widening of the Parkway has been substantially reduced, compared to that shown in the draft EIS. North of 29th, the Parkway tapers back to two lanes. This will provide adequate capacity, with the exceptions of the intersections at 24th and 19th. The area's transportation plan (T-2000 Plan) calls for improvements to these intersections at a future date.

3. Restricting left turns.

A number of people have suggested that by restricting left turns at morning and evening rush hours, enough "green time" could be shifted to the through movements to substantially improve existing conditions.

In January of 1978 the City began the first of two test programs to study this idea. Test #1 prohibited all left turns from Hilyard to 30th or Amazon Parkway. Test #2, begun some two months later, allowed these left turns but removed the separate green-arrow phase for them. The results are summarized in Appendix E.

Although the level of service was improved by both tests, this is not judged to be a long-term solution, for two main reasons: 1) projected increases in traffic demand, and 2) increases in "spillover" traffic, from 30th and Hilyard onto adjacent residential streets.

4. Using Reversible Lanes

This proposal would also restrict left turns off of Hilyard at rush hours, and utilize the existing three lanes to provide two lanes in the peak direction and one lane in the opposite direction. This has the same problems as Alternative 3, and creates several others. During the evening peak hour, the north-south and south-north volumes are nearly equal; therefore, constricting one direction to a single through lane would congest traffic in that direction while improving conditions for the other direction.

Based on practice in other cities, the reversible-lane concept works poorly in situations such as this, where numerous driveways and side streets intersect the main street (Hilyard); left turns from these side streets onto Hilyard would have to be prohibited, which would further increase the "spillover" arterial traffic on adjacent streets.

Finally, experience in other cities has shown a definite safety problem, wherein the reversible lane creates confusion for drivers turning left and leads to greatly increased numbers of accidents.

5. Grade separation.

A number of comments have suggested an overpass or underpass at 30th and Hilyard as an alternative to the widening. This could be done in one of two ways: 1) Provide a grade separation without allowing for all turn movements at the intersection; or 2) provide a full-turn movement structure, or interchange.

A rough cost estimate for a simple grade separation is about $750,000. The cost of a more complex interchange has not been estimated, as this type of facility would be beyond the scope of the problem and very disruptive to the neighborhood.

If a grade separation would do all the things the widening will accomplish, it might have a cost advantage. However, it would not address the problem of extra capacity at the intersection of 29th-Amazon Parkway, or Hilyard at East Amazon and West Amazon.

By not providing adequately for left and right turns at 30th and Hilyard it would increase the problem of arterial traffic using adjacent residential streets. Some widening of these streets would still be required if access were to be maintained to the residences and businesses near the intersection.

6. Alternative bicycle, pedestrian, and transit treatments.

Numerous options were studied to provide for bus, bicycle and foot traffic. The design features of the selected alternative provide the best service, considering user needs, physical and monetary constraints and interaction among the different modes. For example, bus, auto and bicycle traffic must all be able to "co-exist" peaceably and safely, within a common right-of-way.

Public Policy Alternatives

1. General

A number of comments were made to the effect that alternatives to encourage mass transit, carpooling, bicycle usage, etc., should be given more attention. In general, it can be stated that it is current policy to encourage these kinds of alternatives. For example, the L-COG Transportation Planning Committee voted to use $67,500 of Federal Aid Urban System funds for an "Alternative Transportation Project" in 1974. LTD supplied $7,500 in local matching funds and coordinated the program, which involved contacting employers about incentives for carpooling, and a strong media campaign to get people thinking about alternatives to the automobile, and specifically the one-person-per-car mode.

A before-and-after survey was done to assess the effect of the ad campaign and other influences on people's attitudes about transportation. Among the findings were that such things as gasoline prices and availability of parking are the most important factors in a person's decisions about trip-making.

The adopted long-range T-2000 plan contains many proposed policies aimed at achieving a major diversion of auto trips to other modes. Some examples are disincentives to long-term parking in downtown areas, and greater concentrations of residences and employment near transit nodes.

Even if these goals for alternative transportation are attained, the traffic demand at this location is forecasted to increase, requiring some form of physical improvement. It is important to remember that adopted goals for increased usage of transit, bicycling, paratransit and walking modes have all been taken into account in estimating the traffic demand shown on Figure 17.

2. Improving Mass Transit

It is the conclusion of the City and the Lane Transit District that improving mass transit exclusively is not a feasible alternative to the project, but should be done as part of the selected project alternative.

It has been stated that if the selected project is not construced, the increasing congestion will cause more people to ride the bus. There is no evidence to support this, given the type of existing facility in the project area. Bus routes presently avoid the intersection where possible, because of the narrow lanes and traffic congestion. There is physically no room for an exclusive bus lane, which is the only situation in which congestion does induce more bus ridership. Other policies such as parking availability and fuel prices have a much greater impact on deciding whether people drive or take the bus.

Similarly, it is argued that added vehicular capacity will damage transit ridership and enhance auto use. Again, other factors are more important in the transit-auto equation. Transit usage will be enhanced as a result of the project, because more direct routing will be possible.

3. Carpools

A well-funded program aimed at encouraging carpooling, transit usage and other alternate modes of travel has been described. The before-after survey indicated a limited degree of success, with 14 percent of respondents saying that they used a carpool more often than before. However, 73 percent said they used their car less than before. Various efforts were made by large employers to encourage carpooling, and some of these programs are still in effect. They met with varying degrees of success, but in most cases interest fell off sharply with the easing of the immediate fuel shortage. This illustrates that, like transit usage, carpooling is influenced most by factors like fuel price/availability and parking cost (or availability). Not building the project will not in itself encourage carpooling.

As part of the T-2000 Plan, the City Council called for efforts to enhance "paratransit", chiefly carpooling, and generally increasing auto occupancy. Various policies and recommendations in the adopted plan are aimed at achieving these goals. Government-sponsored promotional campaigns and computer matching services, and incentives such as cheaper downtown parking for carpoolers are among the steps recommended, and being planned for implementation in 1979. Nevertheless, local actions can only have a limited effect on auto usage and occupancy.

4. Bicycling

The same comments about transit and carpools apply also to bicycles, with the exception that it is possible to avoid a congested intersection on a bicycle, without inflicting environmental damage on the alternate route. On the other hand, weather and distance are two limiting factors to the bicycle's use as a transportation alternative.

Very little data exists on bicycle traffic volumes, but in Eugene they are growing at a fast pace. The Eugene Bicycle Master Plan represents a major commitment to providing a city-wide network for this mode of transportation. The project area has numerous existing and planned bike routes. Nevertheless, an increase in bicycle usage would not obviate the need for the selected project alternative--again, in the absence of strong external forces working against the automobile. The forecasted traffic volumes in Figure 17 do assume a heavy usage of bicycles, both city-wide and in the project area.

5. Land Use Changes

The recent and expected future growth in residential development south and east of the project area stands out as one important reason for constructing the selected alternative.

Of all the "Policy Alternatives" described herein, the one that might be effective would be a moratorium on building in the area shown on Figure 18. This would be quite difficult, if not impossible, to effect and would have far-reaching implications. The 1990 Plan and South Hills Study, as well as current zoning, would have to be altered. Dwelling units projected for this area would be built somewhere else, with unknown consequences.

6. Use of Other Streets as Arterials

City policies, articulated in the T-2000 Plan and the City's Traffic Diverter Policy, call for reliance on existing arterials and upgrading of these as needed, to carry projected traffic loads and keep through traffic off local residential streets. All north-south streets to the east of Hilyard, and west to Willamette Street, are local residential streets, many of which are already carrying large volumes of through traffic. Not only the City's existing policies, but neighborhood opinion as well, argues strongly against any increased use of these streets for this function. (In fact, residents of two of these streets, Potter and Alder, have successfully petitioned the City for traffic diverters to limit the streets to local traffic.)

Previous transportation plans called for a new arterial connection from 30th Avenue north to Agate Street, about a mile east of Hilyard. However, neighborhood opposition along with considerations of cost and feasibility led to explicit rejection of this new arterial in the new T-2000 Plan. The topography and fully-developed character of the areas east of Hilyard are severe obstacles to development of any new arterials in that vicinity.

West of Hilyard about 1/2 mile is Willamette Street, another busy north-south arterial. Present and projected volumes on Willamette near 29th are very close to those on Hilyard at 30th. The Willamette-29th intersection was widened in 1975, providing the same number of lanes on all four approaches as proposed in this project. As shown on Figures 16 and 18, Willamette and Hilyard are the only major north-south arterials serving southeast Eugene. Willamette cannot be considered an exclusive alternative to the proposed project; the South Hills Study and T-2000 Plan show a definite need for both improved facilities to serve the projected area land use.

7. Staggered Working Hours

Along with carpooling, staggering work hours is an approach the City plans to try out in the near future to alleviate some employment-generated traffic congestion in the downtown area.

There may also be some application of staggered hours suitable for the University of Oregon and Lane Community College; however, this was not judged to be a substitute for the widening project for two main reasons: First, class enrollments for the two colleges were studied, showing that there is already a great deal of "staggering" of hours, compared to typical commuting employees, for example. Second, while staggered starting and quitting times can help flatten out extreme peaks of 15 to 20 minutes duration, the traffic forecasts and capacity analysis are based on a full peak hour situation. In other words, the widening project is needed to assure operating conditions no worse than Level of Service D throughout an hour's time; meanwhile, carpooling, staggered hours, more transit use, etc., will also be needed to avoid Level E or F (total stoppage of traffic) for brief periods during the peak hour.

The "No-Build" Alternative

For these analyses it was assumed that future traffic would be the same for both the "build" and "no-build" options. It is acknowledged that some traffic will probably avoid the intersection if it is not widened, mainly long trips bound for LCC, Interstate 5 and south Eugene that originate far enough away from the project area so that an alternate route exists. However, such trips would be a small proportion of the total, and there is no accurate way of predicting the increase in traffic resulting from the widening itself.

It is important to note that the traffic projections being used are simply a forecast of trip demand, which in turn is based on an assumed land use. The proposed project is needed to meet the expected demand. If it is not built the demand will still be there. It will then have to be met by some combination of longer delays, alternate routes including residential streets and curtailment of trips (i.e., a lessening of mobility).

COMMENTS ON DRAFT EIS

A number of comments were made on the project and the draft EIS. These were in the form of oral testimony at the corridor-design hearing and written remarks.

Normally, the hearing transcript is only summarized in the final EIS, whereas the written comments are directly responded to. In this case, nearly every person testifying at the hearing also submitted written remarks, either duplicating or adding to their oral testimony. Therefore, the written and oral comments will be treated in the same manner.

These comments are included in a separate document of Appendices, including both the hearing transcript (Appendix A) and written comments (Appendix B). Each significant oral and written remark has been numbered in the margin for reference.

An additional hearing was held by the City Council in March, 1977. A summary transcript is included as Appendix D.

Most of the comments can be grouped into a number of major topics. Such statements will be briefly paraphrased below and followed by the numbers of the corresponding comments; then a brief response will follow. In most cases a reference will be made to the text of the final EIS, since it has been written in an attempt to respond to comments.

A. Comment: Mass transit was not adequately discussed in the draft EIS, either as an alternative to the project or as it would be affected by the project.

(4, 8, 10, 18, 19, 21, 27, 28, 35, 37, 40, 42, 43, 44, 47, 61, 62, 64, 73, 80, 94, 95, 96, 97, 98, 105, 107)

Response: The final EIS contains much more discussion of transit. To summarize the response:

1. Both the City of Eugene and Lane Transit District agree that transit improvements alone cannot substitute for the widening, but that they should be planned in conjunction with this project.
2. Transit operations will be enhanced by the project by allowing bus routing that is not now possible, and by providing bus waiting areas with passenger amenities.
3. The project will not do anything that may later be detrimental to transit.

Several erroneous statements were made: Simply increasing the turn radii would not solve the problem of bus use of the intersection (47), nor would putting the bus stop a block away (62).

Widening Hilyard will improve the bus movements at East Amazon, not make it worse (64).

B. Comment: Alternatives other than mass transit were not given adequate treatment in the draft EIS. (D, 12, 14, 17, 54, 56, 78, 100, 101, 104, 118.)

Response: The final EIS contains a fuller discussion of alternatives. As pointed out therein, in the absence of any major policy changes the traffic demand will increase as projected and intensify the need for the widening. It is not true that changes in the signal timing or minor alterations of existing channelization will solve the problem.

C. Comment: Traffic projections are too high, given the fuel shortage and long-range outlook. (C, 1, 10, 37, 60, 66, 72, 75, 101, 105).

Response: It is recognized that both the availability and price of fuel will have a most significant impact on auto usage. In spite of the statistics presented there can be no firm conclusion that auto use will be much less or nonexistent in the year 2000--for example, an alternative power source for automobiles cannot be ruled out, 20 years in the future. It is recognized that projecting traffic that far in the future is hazardous at best, but it should be emphasized that the forecasts are conservative in that they assume virtually no per capita increase in auto travel, which is not a projection of past trends. Furthermore, the traffic projections assume major diversions to alternative modes.

D. Comment: Access to the park is diminished, and bicycle (and pedestrian) needs are not sufficiently met by the project. (8, 31, 32, 33, 34, 37, 39, 41, 45, 50, 51, 52, 53, 60, 63, 67, 70, 80, 81, 82, 99, 108.)

Response: Numerous changes have been made in the design as depicted in the draft EIS to improve and maintain park access.

E. Comment: The project will bring about an increase in traffic--it will be higher for the "build" than for the "no-build" alternative. (5, 15, 19, 20, 30, 37, 38, 57, 77.)

Response: The draft EIS states that future traffic would be the same for both cases. Actually, there would be some trips that would avoid the intersection by taking alternate routes to LCC or Interstate 5, but these would be a small proportion of the total.

The project is being proposed to meet a future demand, based on an assumed land use and an optimistic transit usage. It is expected that most of the traffic that is forecasted will use the intersection whether or not it is widened, and therefore, the net impact will be less if it is widened.

F. Comment: The present and possibly future volumes do not indicate a real problem of congestion, based on observation and on adopted "deficiency criteria". (9, 11,12, 68, 106).

Response: The criterion referred to is based on a one-hour condition of Level of Service F (forced flow), which is roughly equivalent to 1,900 vehicles per hour of green, per lane. This figure represents maximum traffic flow under "ideal" conditions.

At the time the criterion was adopted for the ESATS Update (T-2000 study), the primary intent was to have an agreed-upon yardstick by which to compare alternative assumptions and plans. It was not meant to be the basis for deciding on improvements at individual locations. The capacities of each of the intersection approaches in the project have been calculated, based on actual data from each location. These figures were used to determine the design which is recommended herein.

The existing problems of traffic delay and vehicles "detouring" around the congestion via neighborhood streets are well supported by the opinion survey and other data.

G. Comment: The project constitutes piecemeal implementation of the old Interim ESATS Plan, and will lead to other widenings or new freeways,and encourage increased truck traffic. (5, 22, 29, 36).

Response: It is correct that the ESATS Interim Plan shows an extended Amazon Parkway, following the channel north and west out to the west city limits. However, the ESATS Plan has been superseded by T-2000. Through truck traffic is unlikely to increase on 30th because of the steep grades; Highway 99 and Interstate 5 will remain the preferred routes.

H. Comment: The bottleneck will simply be moved to another location because the four lanes will taper down to two. (A, 46, 88).

Response: The best available data (computer analyses done for the T-2000 study) show that this improvement will correct the problem for the foreseeable future. Thirtieth Avenue is four lanes a few blocks east of the project. Traffic on Hilyard drops off sharply south of 34th, the southern terminus of the project. North of 30th, Amazon Parkway and Hilyard provide two arterials in place of the one south of 30th. Therefore, there is no reason to expect that the improvement will cause a new bottleneck elsewhere in the vicinity.

I. Comment: Speeds will increase and the neighborhood will be noisier and less safe after the widening. Landscaping for noise control should extend to residential areas. (B, 6, 45, 48, 49, 71, 74, 109).

Response: One goal of the project is to improve the average speed of rush-hour traffic through the intersection, but the signals will still tend to keep a reasonable limit on speeds.

Noise is expected to increase slightly if the project is built. It is impossible to "design out" the noise with barriers or landscaping, although berms will afford a slight attentuation of noise.

J. Comment: Costs and benefits have not been compared. (26, 99.)

Response: The need for the project is well outlined. It would be difficult to estimate benefits and negative impacts in dollar terms, and such a comparison could be misleading. Neither the State nor FHWA have indicated a need for such a study.

K. Comment: Will there be a change in land use? (13, 79, 84).

Response: The draft EIS stated that the existing residential zoning might be altered along Hilyard and 30th. These statements were in error and have been omitted from the final EIS. The Eugene Planning Department was put in contact with Mr. Casolaro (comment #79).

L. Responses to comments by U. S. Department of the Interior

110--General comments: The 4-f statement has been revised to provide more detail and a better understanding of the project's impact on park land. Graphics have also been re-done and added. Figures 5, 6 through 9, 14, 28 through 30, and 32 have been added or revised to respond to the comments.

111--Lack of a "feasible and prudent alternative": The 4(f) Statement discusses in more detail the infeasiblity of widening Hilyard on the east side, to avoid taking of park land. The "no-build" alternative would leave the park as it is now, but would not permit closing 29th Avenue which currently separates the two major functional areas of the park and has prevented development of the southern portion.

To summarize: The only feasible alternative is the proposal that involves use of the park property along the west side of Hilyard. The City Parks Department feels the closure of 29th Avenue will more than offset the taking of this property, therefore the proposal will yield a net benefit to Amazon Park.

112--Bikepaths and sidewalks along west side of Hilyard: All of the facilities proposed for inclusion in the park are elements of the Park Master Plan (Figure 14). The scope of the widening project has been expanded to include additional bikepaths and sidewalks, in consultation with the Parks Department.

113--Historic sites: There are no National Register properties affected. Comments by the Oregon State Historic Preservation Officer indicate no potential sites eligible for the National Register, nor significant archeological sites.

Threatened and endangered species: None in the project area.

114--Role of Amazon Park: See expanded discussion in 4(f) Statement, and Figure 32.

115--Impact of bicycle path on flora and fauna of Amazon Creek: The urban and man-made character of the area results in minimal wildlife along and within the creek. Construction of bicycle paths and berms along the channel will be subject to strict specifications regarding erosion control. As to use of the path, a similar facility between 29th and 24th avenues has shown no negative impacts on Amazon Creek.

116--Bicycle Plan: The provision of bicycle paths in and adjacent to Amazon Park is consistent with the City's adopted Bikeway Master Plan. (See Figures 14 and 19.)

117--Vacation of 29th Avenue: This is now a definite part of the proposed project.

118--Discussion of Alternatives: This has been revised and expanded.

119, 120, 121--Steps to minimize harm: Berms and landscaping are now included as part of the project.

122--Meeting the letter and intent of Section 4(f): The revised 4(f) Statement outlines: 1) The lack of a prudent and feasible alternative; and 2) extensive measures proposed as part of the project to minimize harm and, in fact, greatly enhance the Park by developing many of the plantings and facilities called for in the Park Master Plan. This report revision has been done in an attempt to provide enough information for the reviewers to make the Section 4(f) determination.

M. Responses to miscellaneous comments:

3--Data obtained from LCC bears out the original table in the draft EIS.

7--29th Avenue could not be closed without this project being built. The bikepath could be built in either case.

16--The air quality study relied on generalized data but the estimates were based on project area conditions. The air quality section has been updated in the present report.

57--Congested networks may help to prevent urban sprawl, but direct land use policies would be a better overall tool. For example, it is doubtful that development in southeast Eugene would be greatly influenced by congestion on Hilyard. Development trends during the past decade show no evidence of this

83--The groups shown on map have been notified (except for #5).

89--No DEQ noise regulations have yet been adopted.

90--See 4 (f) Statement.

91--LRAPA did receive a copy of the draft EIS; they did not comment. They have also been contacted regarding an Indirect Source permit for the project. See correspondence, Appendix F.

85, 86, 97, 92, 123--Comments noted and appropriate measures will be taken.

30TH-HILYARD-AMAZON

SECTION 4(f) STATEMENT: AMAZON PARK

Project Description

The proposed project is designed to alleviate peak period traffic congestion along Hilyard Street, Amazon Parkway, and 30th Avenue at and adjacent to the intersection of these three streets and to provide adequate traffic capacity for the foreseeable future.

Specifically, the project will involve:

1. Widening Hilyard from 34th to 29th Avenue; widening Amazon from Hilyard to north of 29th, including widening of the bridge over the Amazon Creek channel; widening 30th from Hilyard to east of Alder Street (total linear length of 4,800 feet, number of lanes will increase from two to four);
2. Reconstructing the intersection and installing new traffic signals, including a special bicyclist/pedestrian-activated signal at 30th and Alder;
3. Installing an additional culvert under Hilyard;
4. Constructing various bicycle, pedestrian, and bus facilities, including shelters, signing, bicycle racks, etc.; and
5. Vacating 29th Avenue from Amazon to Hilyard and landscaping throughout, as part of coordination and compensation for park land involved.

Affected Park Land Description

The City of Eugene Parks Department presently controls about 1,100 acres of park land, which amounts to about 11 acres of park land per 1,000 population. Recently a $5 million serial levy for park acquisition was passed for the purchase of approximately 650 additional acres of park land. This is in keeping with the City of Eugene's goal of attaining 15 acres of park land per 1,000 population. Figure 32 illustrates all city parks and schools available for recreation use in Eugene.

Directly affected by the proposed project is the City-owned Amazon Park, classified by the City as a community park. Although the use of the park is essentially from the local neighborhood, it is in a location suitable for serving much of south Eugene. It is presently 79.9 acres in size, but its cohesiveness and utility are to some degree lessened by being segmented by four existing streets: Amazon Parkway, 29th, 31st, and 33rd avenues.

All development that has occurred in Amazon Park has been north of 29th Avenue, adjacent to Hilyard Street. Available recreational activities include: baseball, tennis, playground activities, swimming, and wading in the summer; volleyball, picnicking, and a variety of indoor recreational activities.

Existing facilities include a baseball field, tennis and volleyball courts, outdoor swimming and wading pools, playground equipment, picnic tables, and a 150-person capacity community center. The Amazon Community Center is one of five such centers serving Eugene and its facilities are used throughout the year for a variety of indoor recreational pursuits and other community functions. No Land and Water Conservation Funds wre used to acquire or develop the park.

Because of the close relationship of the proposed improvements to the park, which would result from the proposed widening project, and the planned park facilities, future development will be discussed in the Mitigation/Master Plan section of this document.

The City does not have records available on the number of users for the various facilities. However, the swimming pool is heavily used when schools are not in session and the community center is generally used to capacity. As the park continues to develop with additional facilities and activities, use will undoubtedly increase.

Located immediately adjacent to the park on the north, is Roosevelt Junior High School. The park and school recreation facilities are designed to complement each other.

Automobile access to the park is primarily off Hilyard Street to the Community Center and swimming pool north of the project area. Pedestrian access is available from all land adjacent to the park, but is concentrated along Hilyard.

There are no reversionary clauses or restrictions on title related to Amazon Park.

South and east of the project is the South Parkway Park, which is classified as a scenic park. It is a narrow strip of land containing 12.8 acres and is located between East and West Amazon drives, running from Hilyard Street to just south of Sprague Street. South Parkway Park has not been developed to date and probably will not be until the Amazon Creek channel is improved south of Hilyard. Although near the project site, no land will be required and no other adverse environmental effects to this park will occur as a result of the proposed improvements.

Effect of Proposed Project on Amazon Park

The widening of Hilyard Street lies on the east side of Amazon Park and requires 33,250 square feet of the park for right-of-way. This additional right-of-way is essentially a 15-foot wide strip of land from the east side of the park from 34th to 29th Avenue, with some extra width required for 30-35-foot curb radii at intersections of Hilyard and 34th, 33rd, 31st, and Amazon Parkway (See Figures 6 and 7, final EIS).

No facilities will be acquired for right-of-way and no facilities will be detrimentally affected by completion of the project. The Parks Department has long known of the possibility of the project, and the Amazon Park Master Plan has provided adequate setbacks, berms, and landscaped areas to protect the environmental character of the park. Because the Master Plan actually included these features before the street widening project was conceived, the adverse affects are avoided. See the discussion in the Park Master Plan/Planning To Minimize Harm section.

Lack of a Feasible Alternative

Numerous alternatives were investigated which would avoid encroachment on Amazon Park. However, as discussed below, none of these options would benefit the park. This stems from the prior consideration given to the proposed project's impact on the park, and mitigation measures which will result in overall gains to the recreational quality of the park. What follows is a summary of the major reasons why the project alternatives have not been judged to be prudent and feasible.

1. Widening Hilyard on the east side to avoid taking of park land.

Figures 27 and 28 compare, respectively, the proposed project and an alternate that would shift the Hilyard widening eastward, to avoid taking Amazon Park land. Superimposed on the aerial photos are the proposed right-of-way lines for the two alternatives. Widening Hilyard on the east as well as on the west, up to the existing right-of-way line would entail the following extra costs:

Item	Estimated Cost
Removal and replacement of east curb and sidewalk	$ 57,000
Purchase of five residences (S. of 29th)	212,000
Purchase of service station (S. of 30th)	55,000
Relocation of electric substation (S. of 29th) and powerlines along the east side of Hilyard	415,000
Purchase of parking lots and payment of damages south of 30th	$165,000
Total	$904,000 extra

Although these are preliminary estimates, it can be seen that this would be a very costly alternative. Perhaps most important, though, is the neighborhood disruption this would entail. As can be seen by the record of public comment, most of the objections relate to intensifying the role of Hilyard as an arterial and bringing more traffic "through" the neighborhood, while concern for park land, though evident, appears to be secondary. This amount of disruption in an existing neighborhood has led to the conclusion that this is not a prudent alternative.

Therefore, the net impact in terms of cost and disruption will be least by widening Hilyard on the west side only, which will require the taking of park land. However, this taking will be more than compensated by the vacation of 29th Avenue through the park.

2. Other Design Alternatives

a. Widening Hilyard Street only, or widening the approaches only in the immediate vicinity of the 30th/Hilyard intersection:

This would avoid much of the necessity for acquiring park land, but the goal of improving the traffic flow through and adjacent to the intersection would not be met.

b. Restricting left turns:

This option would not require the taking of any right-of-way from Amazon Park. It is not considered prudent, however, because of projected increases in traffic and the adverse impacts of additional traffic on neighborhood residential streets.

c. Reversible lanes:

No park land would be required with this alternative, but it is not considered prudent for similar reasons as those given for restricting left turns: insufficient traffic capacity and increases in traffic in residential areas. Additionally, experience in other locations has shown this concept to create a safety problem on arterials of this type.

d. Grade separation:

This would not require park land for right-of-way, but even though this option may have a cost advantage, it would not meet several project goals. Widening would still be required in order to maintain access to residences and businesses; no extra traffic capacity would be feasible at intersections and left and right turns at 30th/Hilyard could not be provided.

2. Public Policy Alternatives

a. Improving mass transit

The projected future traffic volumes do assume a great increase in per-capita usage of transit, as an alternative to many automobile trips. Improved public transit service could not be accomplished without the proposed project, because an important goal addressed by the project is better mass transit for the project area. Therefore, this is not considered a feasible and prudent alternative.

b. Carpools

Future traffic projections have already "built-in" an assumption of increased use of carpools and other forms of paratransit. Not building the project will not in and of itself encourage carpooling; therefore, this is not an alternative to the project and certainly not a prudent option.

c. Bicycling

This is not a viable alternative, inasmuch as this option would not provide for increased traffic volumes. Again, these estimated volumes already assume a diversion of 15 percent or more of auto trips to bicycling, walking, and paratransit.

d. Land use changes:

This also would not involve any land from Amazon Park; however, to be effective, this option would require a building moratorium, thereby stopping development in and adjacent to the project area. This is neither realistic nor practical, and it would conflict with adopted transportation and land use plans.

e. Use of other streets as arterials:

All north-south streets east of Hilyard, and west to Willamette are planned only for residential traffic, many of which already carry large volumes of through traffic. While redesignating these streets for arterial traffic would therefore not require land from Amazon Park, the City's existing transportation policies and neighborhood opinion renders this imprudent.

f. Staggered working hours:

This would not lessen the need for the proposed project because the widening is needed to assure adequate capacity throughout the peak traffic hours.

3. The "No-build" Alternative.

This would preserve the existing situation, which is expected to worsen in terms of air pollution, noise, and traffic delays. It should be understood that the existing setting of the affected park land is heavily urban, with high traffic volumes and noise from adjacent arterial streets. This condition is expected to worsen whether or not the project is built. While not requiring park land, this option would continue and increase the adverse effects of the existing situation and would not result in improvement to the park facility.

In summary, there are no feasible and prudent alternatives to use of the land from Amazon Park. All alternatives explored and analyzed have been found to either perpetuate existing traffic congestion, fail to respond to future traffic demands, or cause unacceptable levels of community disruption, or add excessively to project cost.

Steps Taken To Minimize Harm

The Eugene Parks Department has prepared a Master Plan for Amazon Park as illustrated in Figure 14. The plan involves improvements to the park between 24th and 30th avenues, to be done in phases, including: additional landscaped areas, athletic fields, play fields, picnic areas, parking facilities, and bike and pedestrian paths. The park is being designed to integrate with Roosevelt Junior High School. Figure 14 shows both new features to be constructed as part of the proposed widening project and those labeled "Future" that are not to be built with project funds. (These include the soccer field, parking area at 29th, basketball courts, and one of the pathways.)

The proposed project will not result in severing any functional use areas of the park. Because all the major use areas in the park are located north of Amazon Parkway and west of Hilyard Street, no conflict is anticipated with present and future park development. The 15-foot-wide strip of land taken (33,250 square feet) is in the undeveloped section of the park and represents 0.5 percent of the total acreage. However, comparing the land lost from recreational use with that gained by the vacation of three streets and alleys, a net gain to the park of 0.47 acres is realized by implementing the project.

The increase in park acreage is a result of a compensatory land exchange between the Parks and Public Works departments, primarily the vacation of the existing 29th Avenue through the park between Amazon Parkway and Hilyard Street. To be effected after completion of the widening project, this will unite two sections of the park now separated. In addition, the dedicated right-of-way for 32nd Avenue and a parallel alley through the park will also be vacated.

Using Parks Department specifications, various bicycle paths and walks will be constructed within and adjacent to the park, as part of the widening project. These are integral features of the park as shown on the Master Plan. The sidewalk along the west side of Hilyard will be replaced from 29th to 34th as a combination sidewalk/bikepath approximately 10 feet wide. A bikepath through the park and under the Amazon Parkway bridge will be constructed from 29th to 34th, extending the Amazon Trail that now exists north of 29th.

The construction of the bicycle and pedestrian undercrossings at the bridge will form a new connection between two sections of the park, as well as remove conflict between vehicular traffic on Amazon Parkway and the north-south pedestrian and bicycle trail. Such conflict would only increase in the future, given completion of Amazon Trail and the increasing travel in all three modes.

With the vacation of 29th Avenue, the network of bicycle and pedestrian paths will be extended south into the newly-developed park area presently bounded by 29th, 30th, and Amazon Parkway. The main "spine" of the Amazon Corridor bike path, which will pass under the Parkway and continue south, will be supplemented by a parallel path running along the east side of the channel. Along with an east-west connector along the alignment of 29th, this path will connect bike and pedestrian trips betwen the 30th-Hilyard and 29th-Amazon Parkway intersections.

North of the 29th-Parkway intersection, a bus stop with a passenger shelter and bicycle parking will be constructed. Not included in this project, but as future features, are an athletic field, basketball courts, parking lot, and another bike path parallel to the berm along the Parkway.

South of the Parkway, a parallel bike/ped path is proposed to connect the 29th-Parkway intersection with the Amazon Corridor path and the 30th-Hilyard intersection. The main corridor bike path connects the sidewalk adjacent to Hilyard Street south of 31st, and this joint facility continues south to 34th Avenue. Eventually, an off-street bikepath will continue southwest along a future linear park between East and West Amazon drives.

Access to the park will not be changed by implementation of the project. Although the adjacent streets will be widened, new signals on Hilyard (installed during the past four years) at 34th, 33rd, and between 26th and 27th actually provide safer access from the residential area east of the park. Median islands within Hilyard Street and Amazon Parkway, as described below, will also aid in access by providing refuge areas for pedestrians crossing at non-signalized intersections.

The project will include a planting screen on a raised mound or berm, all along the east and north sides of Amazon Parkway. The berm will be of material excavated from the proposed project and will be landscaped as part of the contract for the project. The berm is intended to screen the roadway from the proposed athletic field and other improvements between Amazon Parkway and Hilyard Street. This planting screen will not only reduce the visual impact of the roadway but will also reduce the traffic noise in the park area.

A similar landscaped berm is planned for the west side of Hilyard between the sidewalk and the channel, to mitigate the impact of Hilyard traffic on residences to the west. This berm will extend from south of Amazon Parkway to north of 33rd Avenue.

As a result of public involvement, the project was redesigned in consultation with the Parks Department to include landscaped median islands in Hilyard Street and Amazon Parkway. Faced with the choice of minimizing the taking of park land by keeping the total width of Hilyard as narrow as possible or providing aesthetically pleasing areas with landscaped medians, the Parks Department chose the latter. The Department believed the extra six to eight feet of "unused" park land along the west edge of Hilyard to be an acceptable tradeoff compared to visually "extending" the park into the middle of the streets.

The median islands, berms, and landscaping shown on Figure 14 have all been carefully planned in conjunction with the project, as actual implementation of features of the Park Master PLan. Likewise, the pedestrian and bicycle facilities will complement other park uses and features while providing non-motorized transportation in both north-south and east-west directions.

All fill and other materials used in construction will be obtained from existing commercial sources. Excavated material will be used to construct landscaped mounds at various places in Amazon Park, primarily the berms along the parkway mentioned above. Grading requirements within or adjacent to the 4(f) lands are minimal, small in scope and area effect. Curbs and storm sewers will be used to ensure proper drainage and erosion control.

The bridge extension at Amazon Parkway will require work in the streambed, but the anticipated method to be used by the contractor will involve damming up the streamflow and pumping the stored flow into a bypass channel. Bridge and culvert construction in the streambed will take place during summer months, when surface water flows are at a minimum. Because flow is at its lowest during the summer when rainfall is the least and the groundwater table is lowest, erosion, siltation, and stream pollution from the project will be minimal during construction.

Coordination with the Parks Department and Other Agencies

The Parks Department has long known of and taken into account the possible future widening of Hilyard Street and Amazon Parkway. The Department has developed Amazon Park with adequate setbacks, landscaping, and berms to protect the park. Additionally, the Master Plan was developed including the proposed features.

Further, the Public Works Department coordinated the widening project with the Parks Department and included several major design changes as a result of the coordination, including: vacation of the two streets and alley, bikepath/sidewalk design, landscaped median islands, etc. Finally, whatever cooperation is necessary during the construction will be coordinated between the two departments.

One letter, commenting on the Amazon Park Section 4(f) determination contained in the draft environmental impact statement, was received from the U.S. Department of Interior (See copy of letter in Attachment A). The Department of Interior (DOI) felt that insufficient information was presented for a determination that no prudent and feasible alternatives to the use of Amazon Park land exist. In particular, DOI felt that certain statements contained in the draft led the reviewer "to believe that the decision to widen into the park was based on 'ease of acquisition'" (page 2 of U.S. DOI letter). Moreover, DOI felt that the "special effort" required to preserve the natural beauty of public park and recreation lands was not evident, and that the taking of park land was "chosen as the most expedient" method (See page 2 of DOI letter).

The evaluation presented in this Section 4(f) Statement answers the issues and concerns and clarifies information deemed unclear in the draft statement. It is particularly important to note that the project, as now planned, has been made an integral part of the City of Eugene's Amazon Park Master Plan, with project funds being allocated for major improvements to the park (See Steps Taken To Minimize Harm section). As a consequence, public recreation opportunities at the park will be increased and the quality of recreation improved--an effect which would not be possible if another alternative had been selected.

Coordinated planning has resulted in a project proposal which not only benefits traffic circulation, but also future recreational activity at Amazon Park. It is felt the proposal is therefore in keeping with the provisions and intent of Section 4(f) of the 1966 Department of Transportation Act.

Summary

It is the determination of the City of Eugene that there are no feasible and prudent alternatives to using land from Amazon Park to complete the widening project. As explained above, all possible planning to minimize hard and increase the value of the Park has been incorporated into the proposed project.

PW33al/er

ATTACHMENT A

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER-74/1492

FEB 24 1975

Dear Mr. Hopkins:

This is in response to your request for the Department of the Interior's comments on the draft Environmental/Section 4(f) Statement for the Widening of Amazon Parkway, 30th Avenue & Hilyard Street, Eugene, Lane County, Oregon.

General Comments

The statement lacks sufficient detail to provide the reviewer with a clear understanding of the proposal. We would recommend that the statement be revised and expanded specifically to provide a more thorough consideration of impacts, alternatives, mitigative measures, and commitments of resources.

The graphics are generally well presented; however, the graphics relating to the Amazon Park and Parkway could be clarified and augmented. Three specific graphic presentations should be provided: (1) A map showing existing development, (2) a better reproduction of the future development plan which would clarify its content, and (3) a map showing the relationship of Amazon Park to other neighborhood and community parks.

Section 4(f) Determination

Based on the information furnished, the Department of the Interior cannot concur that there is no feasible and prudent alternative to the proposal. The presentation of the rationale for taking of parklands along Hilyard Street as presented on page 1, last paragraph, leads the reviewer to believe that the decision to widen into the park was based on "ease of acquisition". This is counter to the intent of Section 4(f). The policy and national objectives of Section 4(f) are stated in its first sentence as follows:

> "It is hereby declared to be the national policy that special effort should be made to preserve the natural beauty of...public park and recreation lands...".

BEN GIFFORD

PROJECT MANAGEMENT
ROUTING
FEB 27 1975
REMARKS:

Ben

(74)

The "special effort" called for is not evident in the subject DES/4(f) determination. We are concerned that the taking of parklands was chosen as the most expedient, rather than giving serious consideration to other routes and/or alternate designs. Moreover, we would like to point out that DOT Order 5610.1B provides that in considering alternate designs and locations, protection of parkland should be given paramount importance in compliance with the Supreme Court's statement in the Overton Park Case.

We are also concerned about the replacement of the sidewalk along the westside of Hilyard Street and the construction of a bikepath through Amazon Park and under the Amazon Parkway Bridge from 29th to 33rd Avenue. This facility may constitute an additional taking of parkland if it will function primarily as a thoroughfare through and past the park and should be treated as such in the Section 4(f) determination. We recommend that you clarify the function of this facility and discuss any agreement reached with the City of Eugene Parks Department for its construction.

In view of the foregoing, this Department defers to comment on the second facet of Section 4(f); namely, the adequacy of measures to minimize harm to 4(f) lands which may be traversed by the project.

Draft Environmental Impact Statement

General Comments

The environmental statement should reflect consultation with the "National Register of Historic Places" and report whether or not any National Register properties will be affected. If the project will potentially affect a National Register listing, the statement should reflect further compliance with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-665).

A copy of the draft statement should be sent to the Oregon State Historic Preservation Officer. His comments on possible effects on sites eligible for the National Register should be included in the final statement.

Threatened and endangered wildlife species should be designated in the final statement. If there are no endangered fauna, it should be so stated. Flora should be given the same considerations.

Specific Comments

Description and Purpose of Project

Page 3, 1st paragraph - An expanded discussion of Amazon Park discussing its role in meeting community recreation needs and its relationship to other recreation areas would be helpful.

Probable Impact of Project on Environment

The discussion of impacts of the project on fish and wildlife and their habitat should include an evaluation of the impacts on existing flora and fauna which may result from the placement and utilization of a bicycle path adjacent to Amazon Creek.

Page 13, 2nd paragraph - If the City of Eugene has an adopted bicycle plan, the provision of bicycle paths in and adjacent to Amazon Park should be related to that plan.

Page 13, 4th paragraph - The possibility of vacating 29th Avenue should be addressed in greater depth to allow the reviewer an opportunity to assess the probability of its conversion to park use in the future.

Alternatives and Reasons for Project Selection

This section should be greatly expanded to discuss such alternatives as the improvement of other arterials, the manipulation of traffic patterns to avoid this area, and other designs including an expanded discussion of the taking of lands opposite Amazon Park. These discussions should be augmented by graphics.

The discussion of alternatives should include consideration of the probable effects on recreation and fish and wildlife values.

Steps to Minimize Harm

Page 20, 1st paragraph - We object strongly to the rationale stated in this paragraph. This is patently counter to the intent of Congress as expressed in Section 4(f). Please refer to our comments regarding the 4(f) determination.

Page 20, 3rd paragraph - Because this proposal will largely be responsible for the necessity to construct the berm, this action should be undertaken at highway expense as an integral part of this project.

Methods of mitigating project-caused fish and wildlife losses should be described in the statement. One measure would be to establish natural vegetation between the bicycle path and Amazon Creek to provide shade to Amazon Creek, stabilize the bank, replace riparian habitat, and provide a natural buffer between the path and creek.

Summary

We recommend that you consider a significant expansion of the combined statement to provide enough information for a reviewer to fully assess the proposal and the expected impacts.

We are particularly concerned that you have not met the intent or letter of Section 4(f).

This Department considers the above Section 4(f) comments preliminary and would expect a further opportunity to review the final combined statement in order that we may discharge our consultative role as set forth under Section 4(f) of the Department of Transportation Act, as amended.

Sincerely yours,

Stanley D Doremus

Deputy Assistant Secretary of the Interior

Mr. G. N. Hopkins
Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

cc: February 28, 1975
G. L. Green, FHWA
F. B. Klaboe
J. H. Versteeg
Gary Potter
County/City
D. E. Swan
B. L. Gifford

c: Gary
George
Kent
Linda

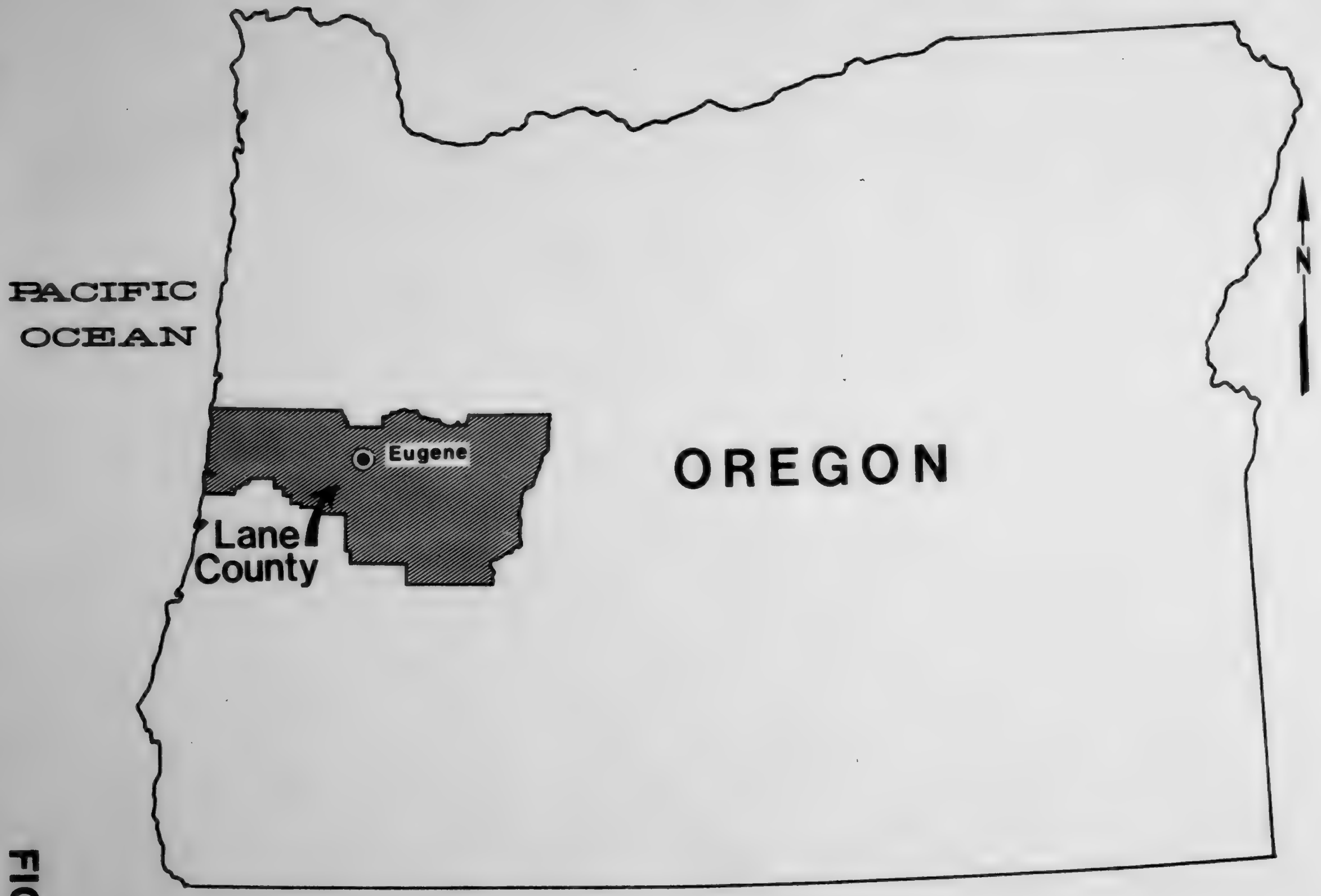

PACIFIC
OCEAN
Eugene
Lane
County
OREGON
N

FIG. 1

9/78

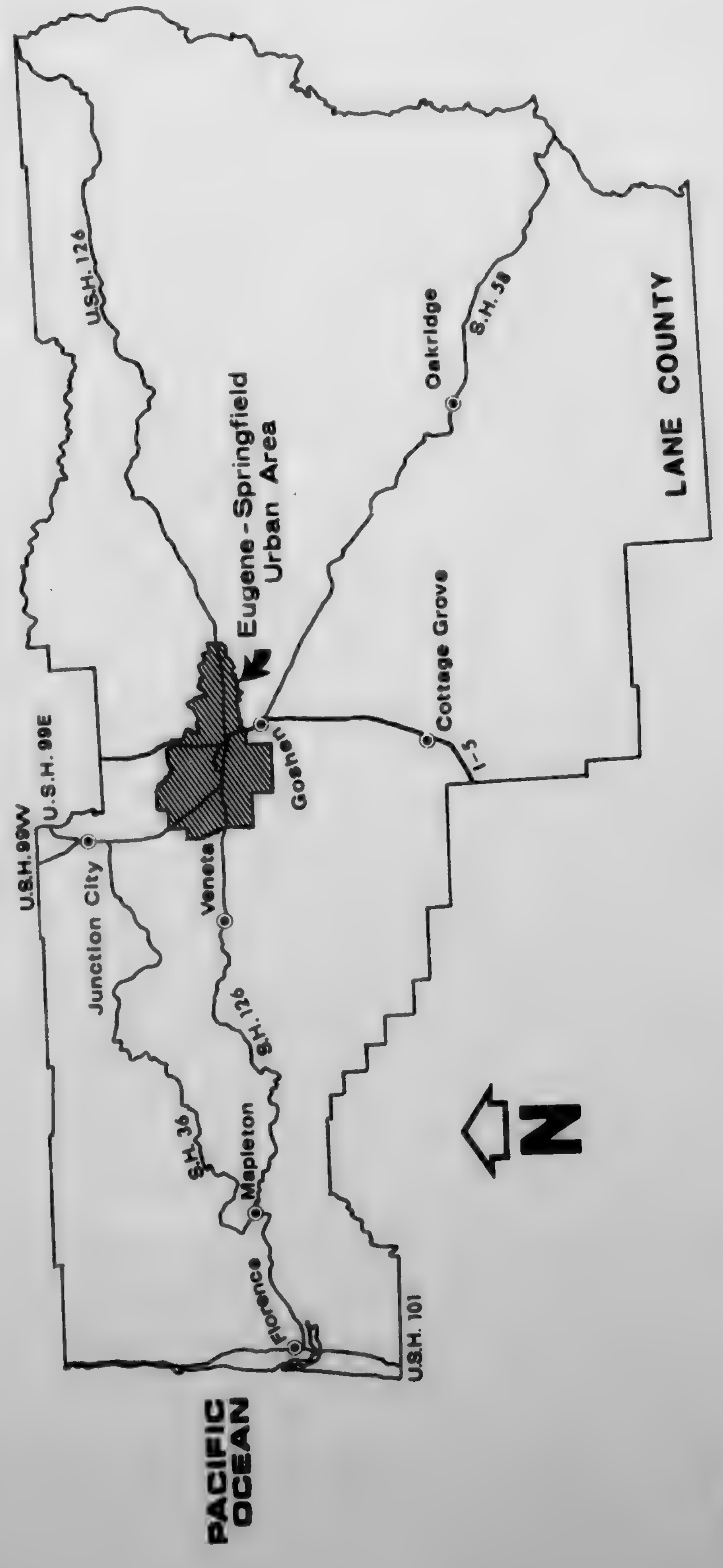

U.S.H. 126
Eugene-Springfield Urban Area
Oakridge
S.H. 58
LANE COUNTY
U.S.H. 99E
U.S.H. 99W
Goshen
Cottage Grove
I-5
Junction City
Veneta
S.H. 126
S.H. 36
Mapleton
Florence
U.S.H. 101
N
PACIFIC OCEAN

FIG. 2

9/78

9/78

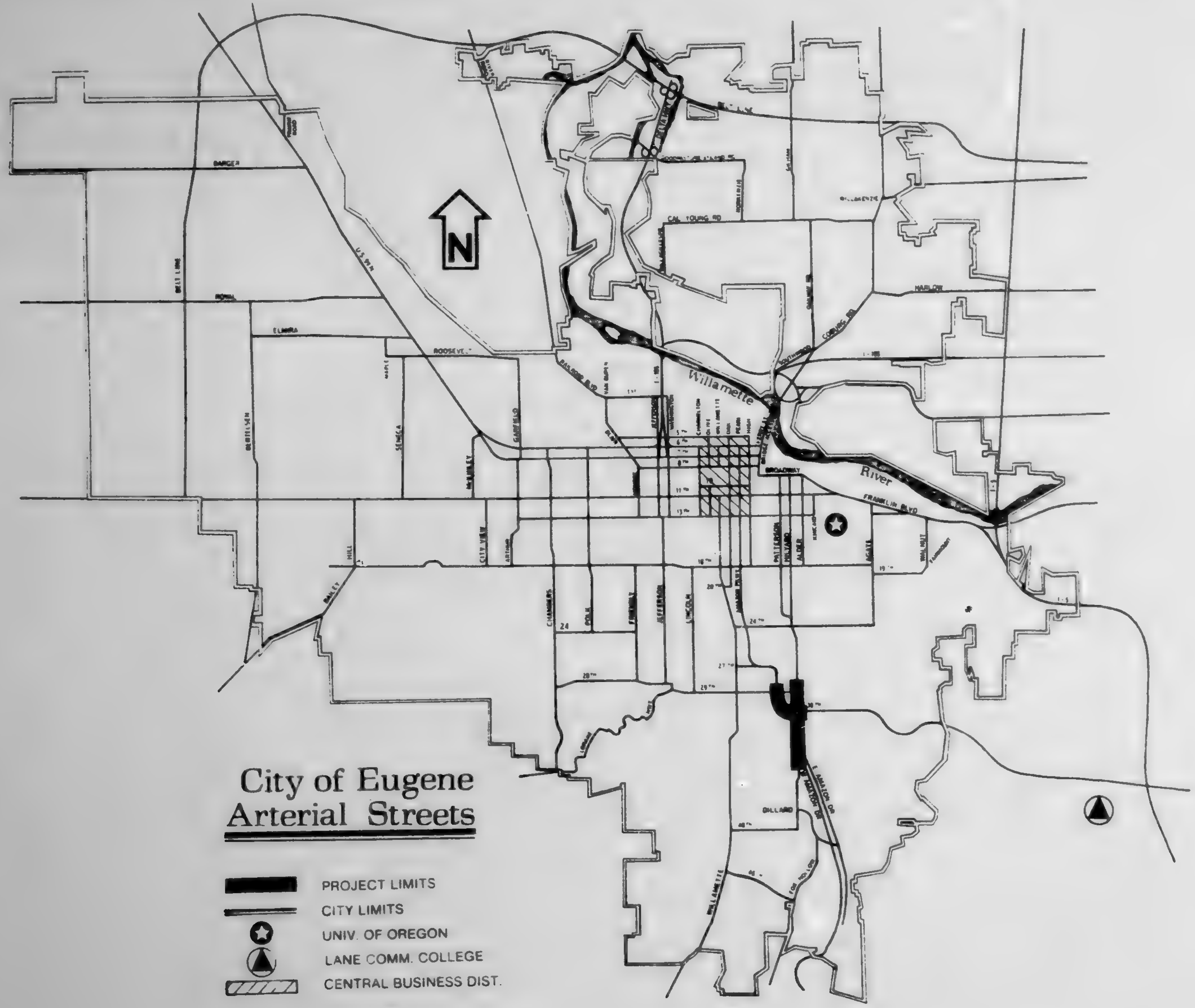
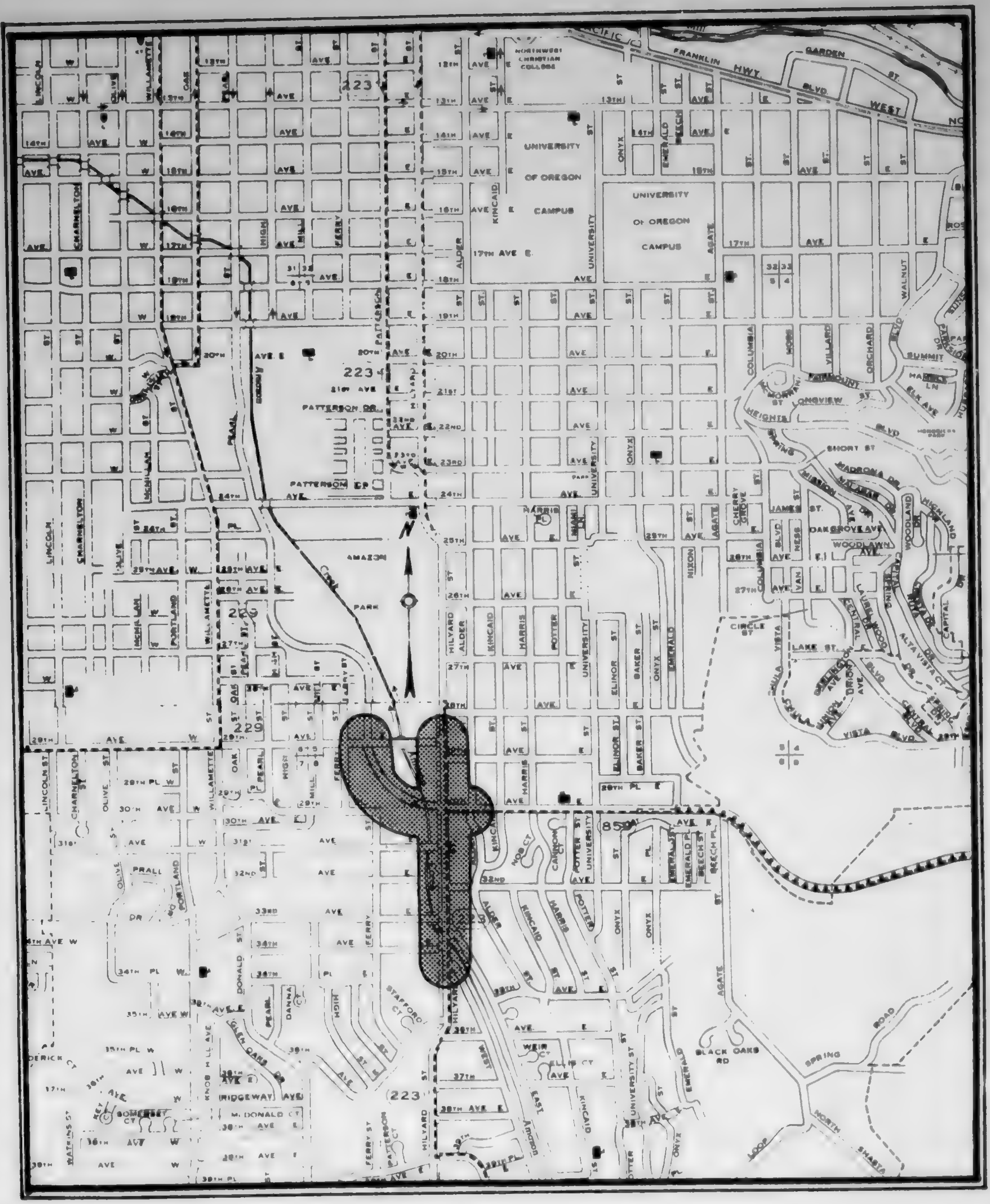

City of Eugene
Arterial Streets
PROJECT LIMITS
CITY LIMITS
UNIV. OF OREGON
LANE COMM. COLLEGE
CENTRAL BUSINESS DIST.
N
Willamette
River
BELT LINE
BARGER
ROYAL
ELMIRA
ROOSEVELT
MAPLE
SENECA
BERTELSEN
GARFIELD
McKINLEY
CITY VIEW
ARTHUR
HILL
BAILEY
CHAMBERS
POLK
FRIENDLY
JEFFERSON
LINCOLN
WASHINGTON
CHARNELTON
OLIVE
WILLAMETTE
PEARL
HIGH
BROADWAY
FRANKLIN BLVD
PATTERSON
HILYARD
ALDER
KINCAID
AGATE
WALNUT
AMAZON PKWY
DILLARD
FOX HOLLOW
E. AMAZON DR
CAL YOUNG RD
COBURG RD
HARLOW
GILHAM
I-105
I-5
U.S. 99N
24
18th
13th
11th
28th
29th
40th

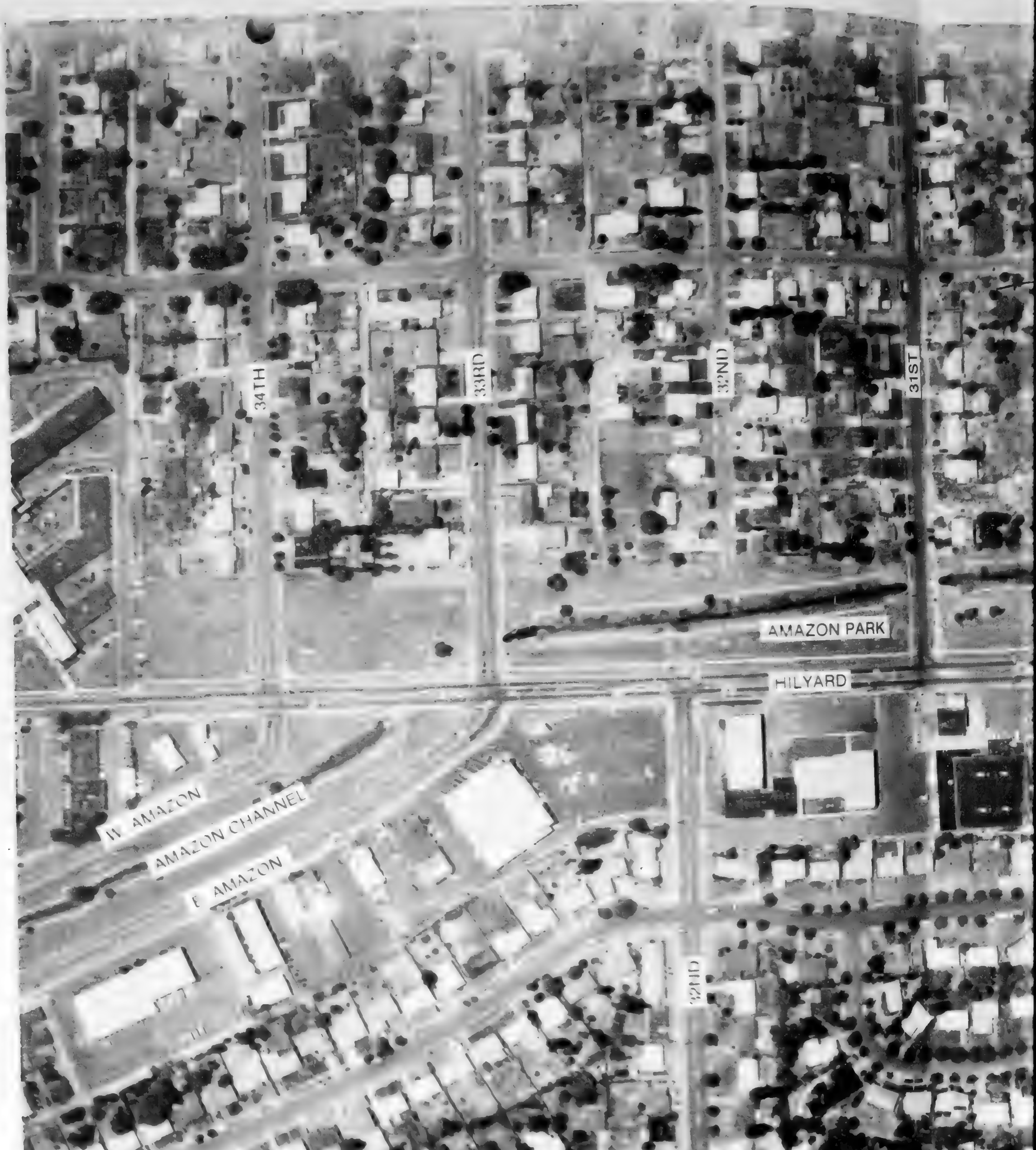
FIG. 3

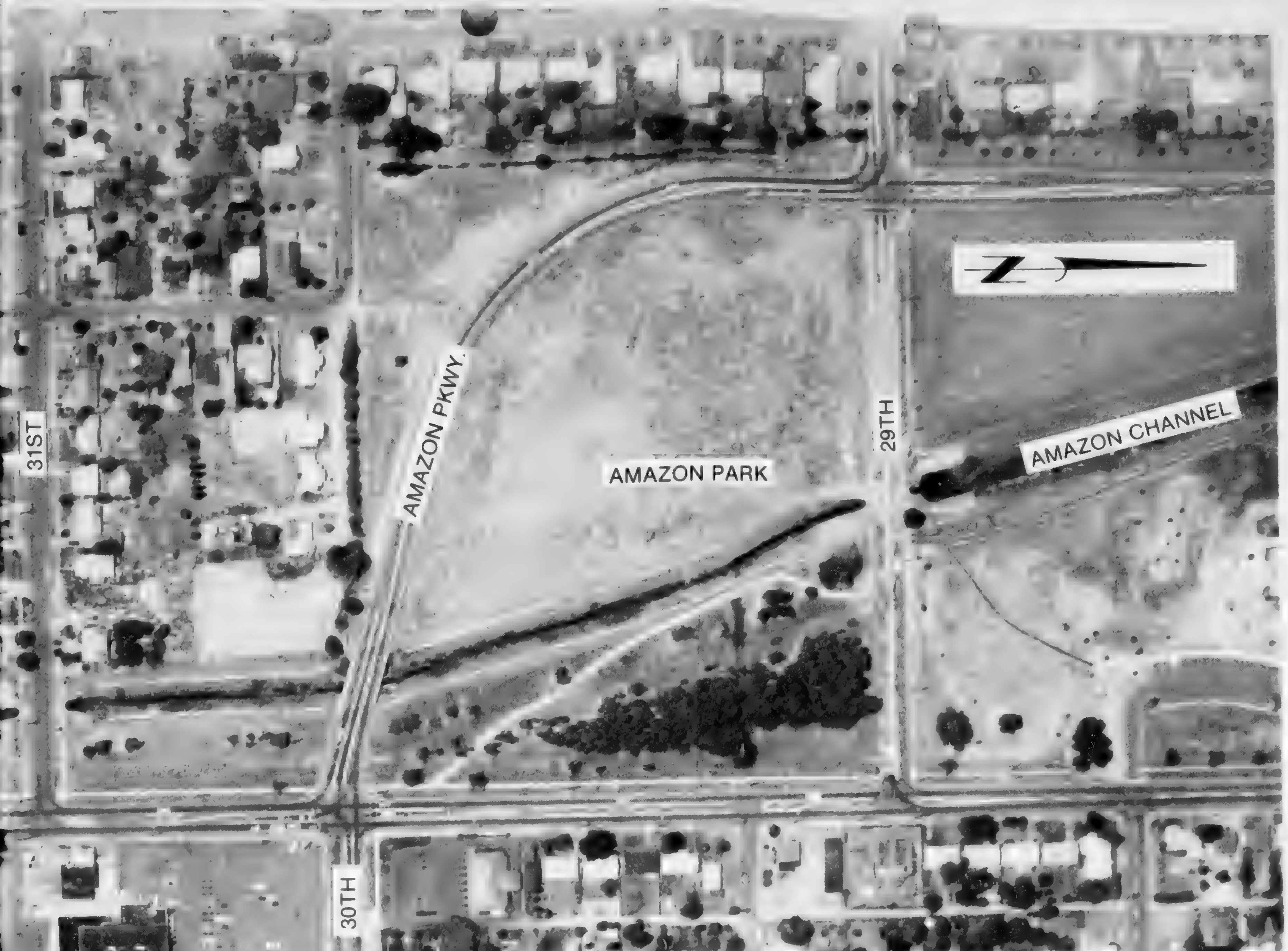

University of Oregon Campus
Franklin Hwy.
Amazon Park
Patterson Dr.
Hilyard
Alder
Kincaid
Harris
Potter
University
Onyx
Agate
Willamette
Charnelton
Lincoln
Olive
Pearl
High
Ferry
Oak
29th Ave
30th Ave
Black Oaks Rd
Spring
Vista Blvd
Circle St
Lake St
223
229
850

Project Location

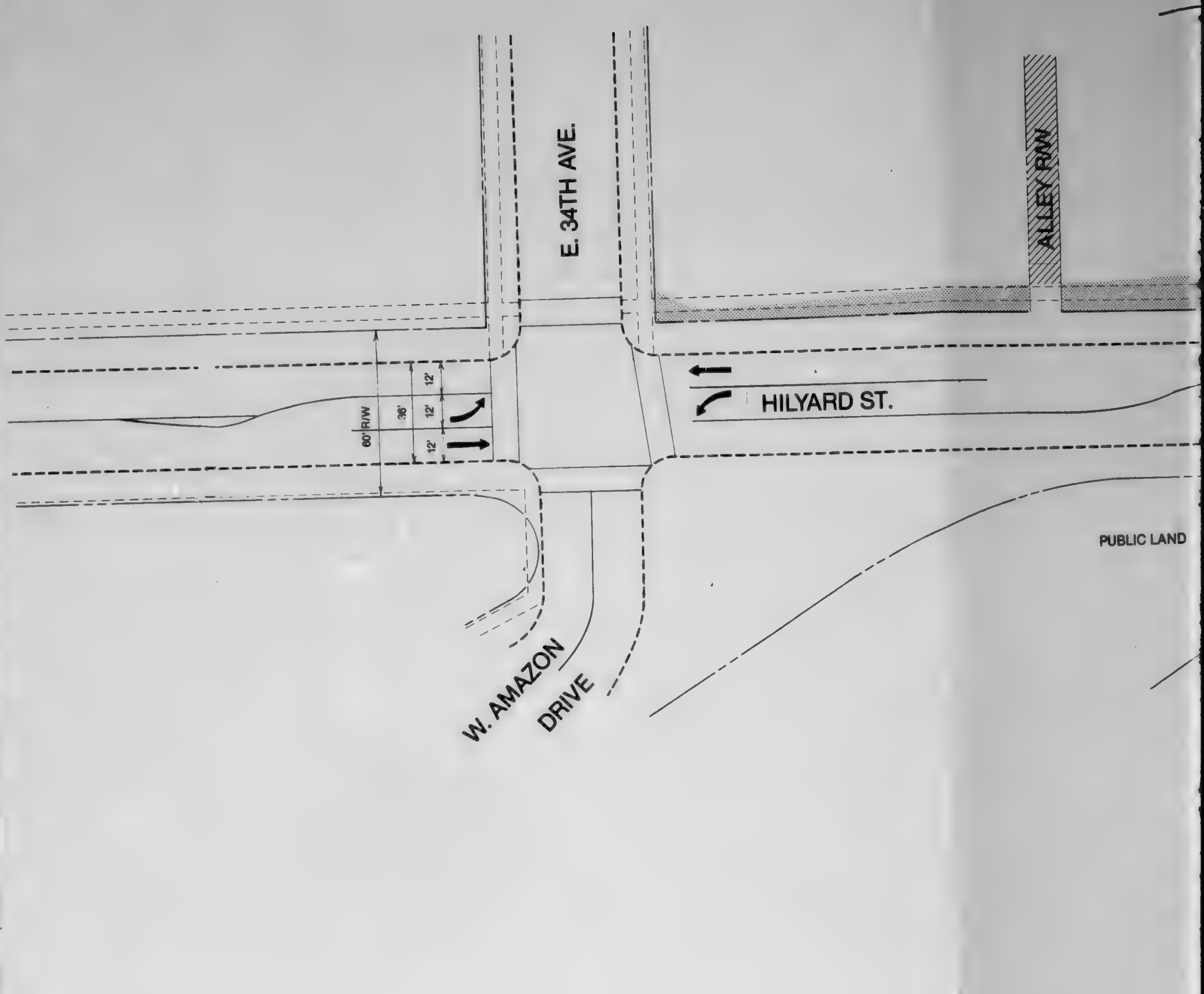
9/78

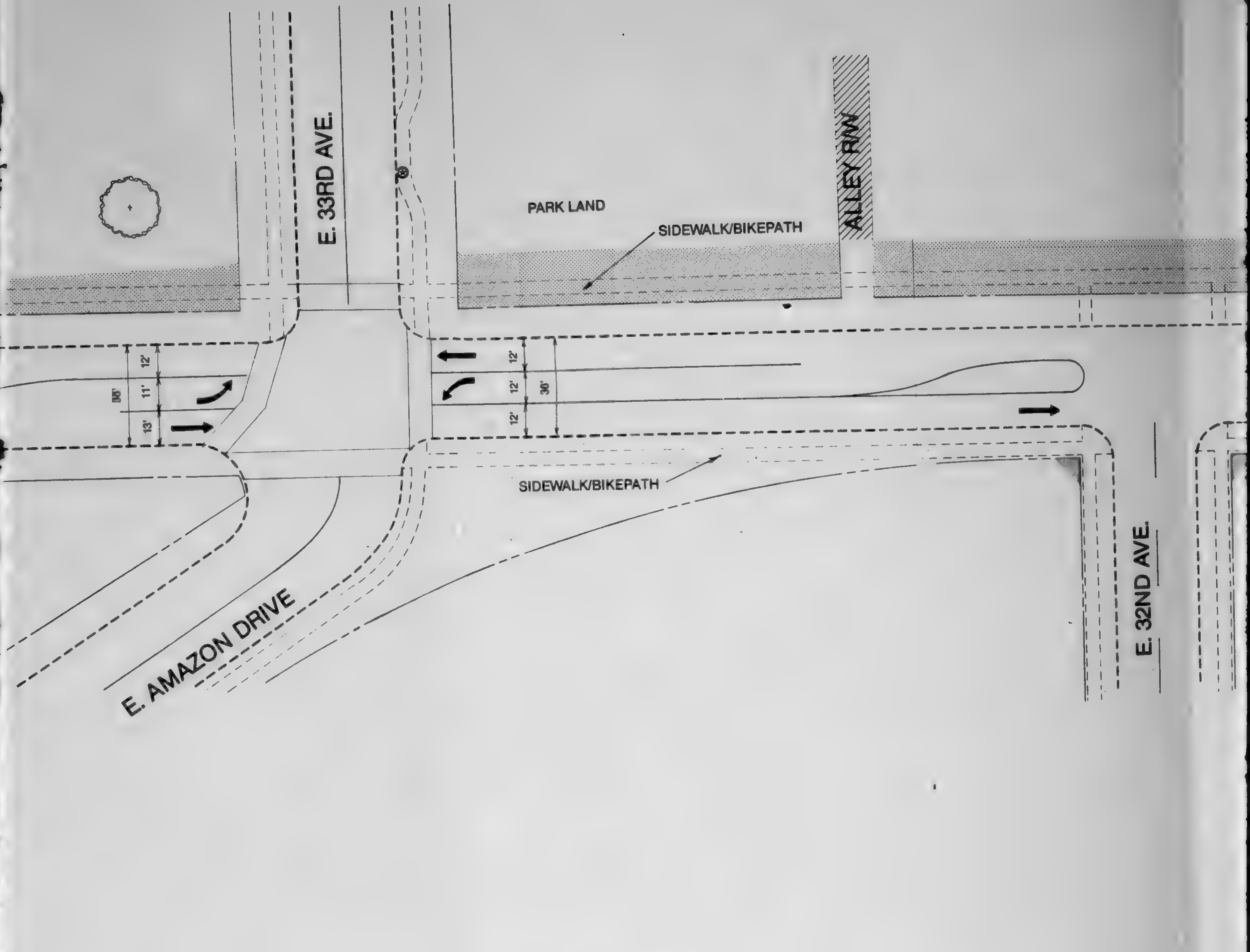
FIG. 4

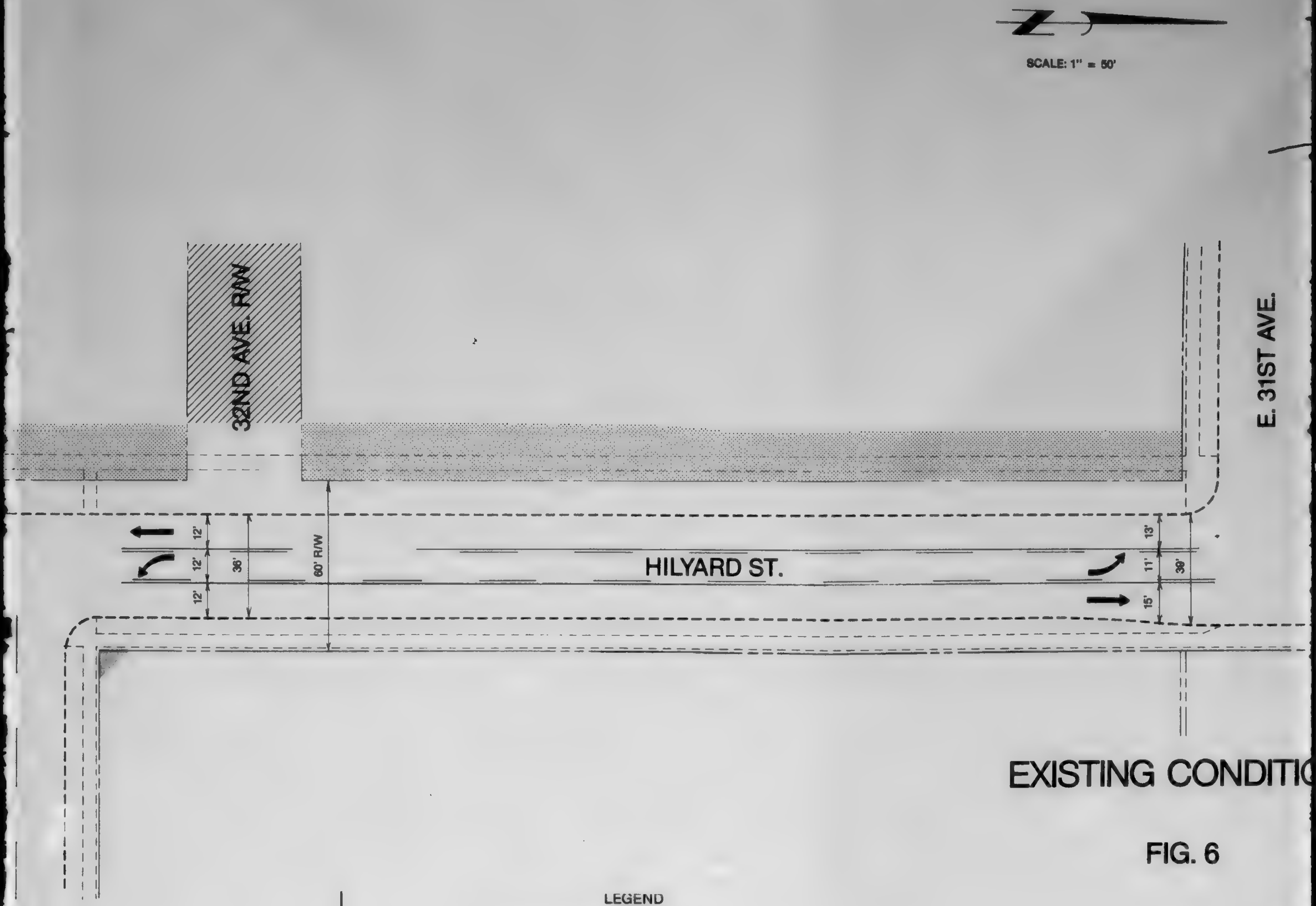

34TH
33RD
32ND
31ST
AMAZON PARK
HILYARD
W. AMAZON
AMAZON CHANNEL
E. AMAZON
32ND


N
AMAZON CHANNEL
29TH
AMAZON PARK
AMAZON PKWY
31ST
30TH
ALDER
29TH PL.
28TH
KINCAID

PROJECT AREA
FIG. 5


E. 34TH AVE.
ALLEY R/W
HILYARD ST.
60' R/W
36'
12'
12'
12'
PUBLIC LAND
W. AMAZON
DRIVE


E. 33RD AVE.
ALLEY R/W
PARK LAND
SIDEWALK/BIKEPATH
12'
11'
13'
36'
12'
12'
12'
36'
SIDEWALK/BIKEPATH
E. AMAZON DRIVE
E. 32ND AVE.

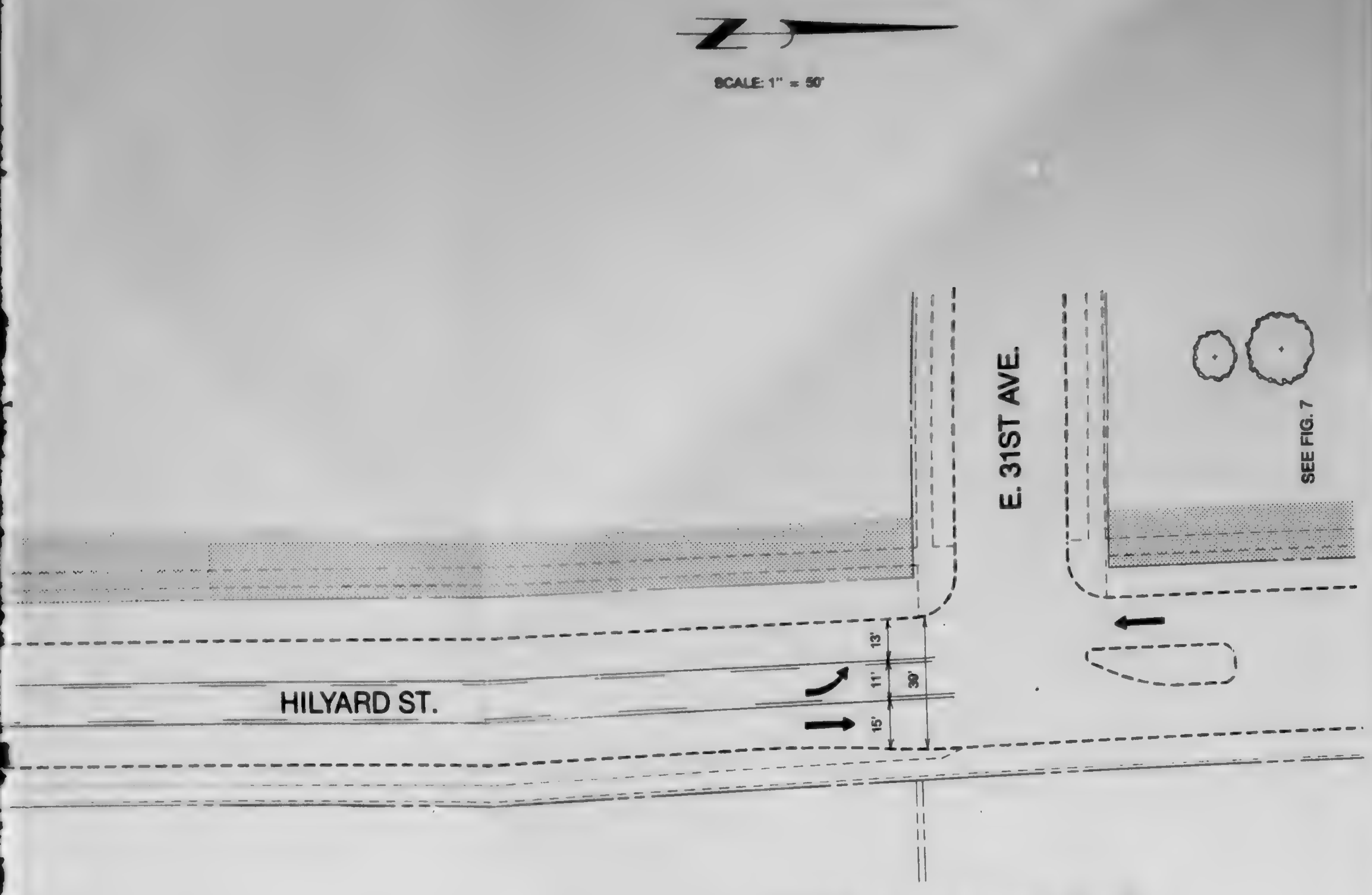

SCALE: 1" = 50'
32ND AVE. R/W
E. 31ST AVE.
HILYARD ST.
12'
12'
12'
36'
60' R/W
13'
11'
15'
39'

EXISTING CONDITIO

FIG. 6

LEGEND

- - - - -	EXISTING CURB FACE
— - - —	PROPERTY LINE
= = = = =	EXISTING SIDEWALKS
R/W	PUBLIC STREET RIGHT OF WAY
←	DIRECTION OF TRAVEL
⊗	BUS STOP
░	PROPOSED ADDITIONAL PARK LAND REQUIRED
▨	PROPOSED VACATED STREET OR ALLEY RIGHT OF WAY
▒	PROPOSED ADDITIONAL PRIVATE LAND REQUIRED

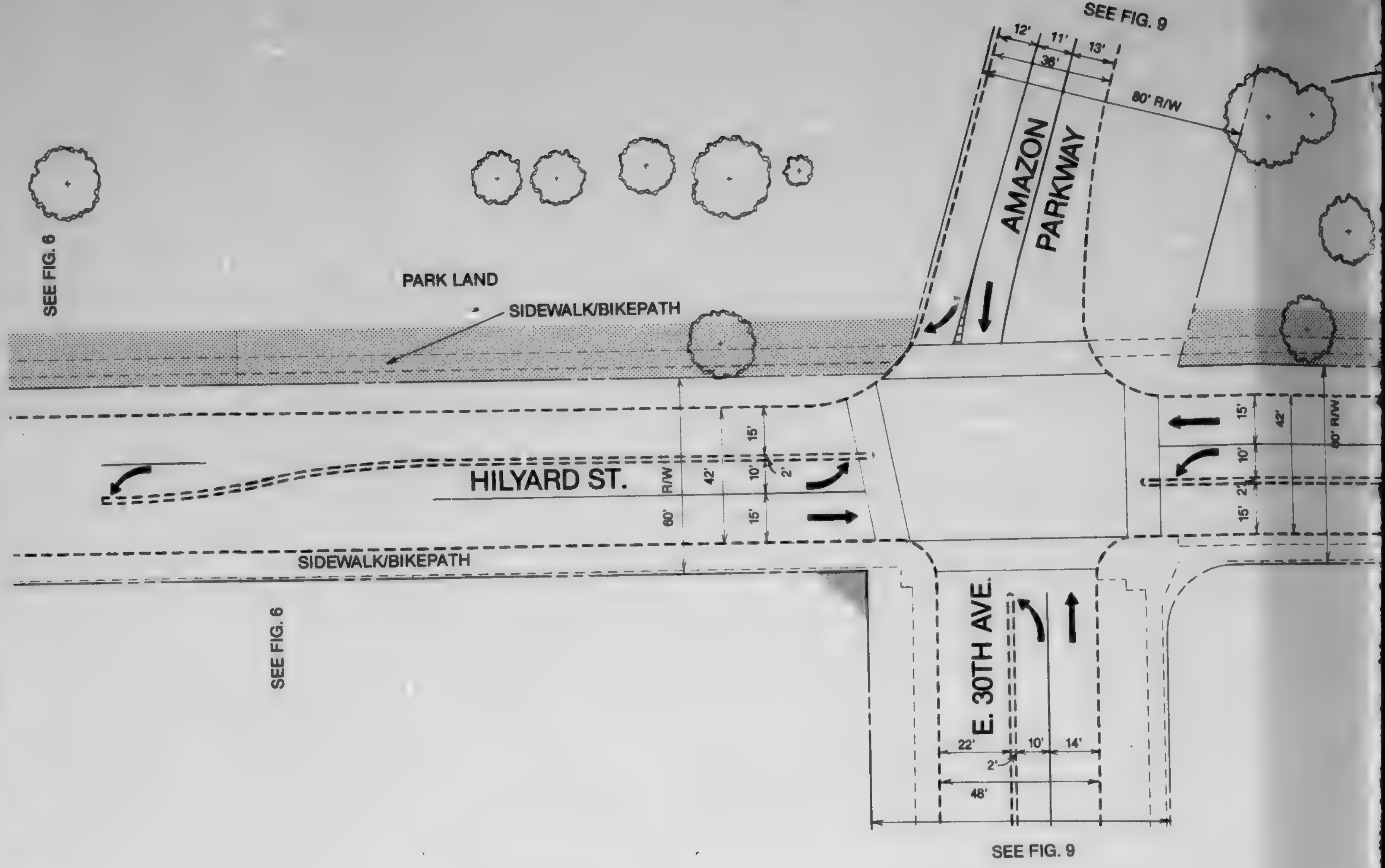

N
SCALE: 1" = 50'
E. 31ST AVE.
SEE FIG. 7
HILYARD ST.
13'
11'
15'
39'

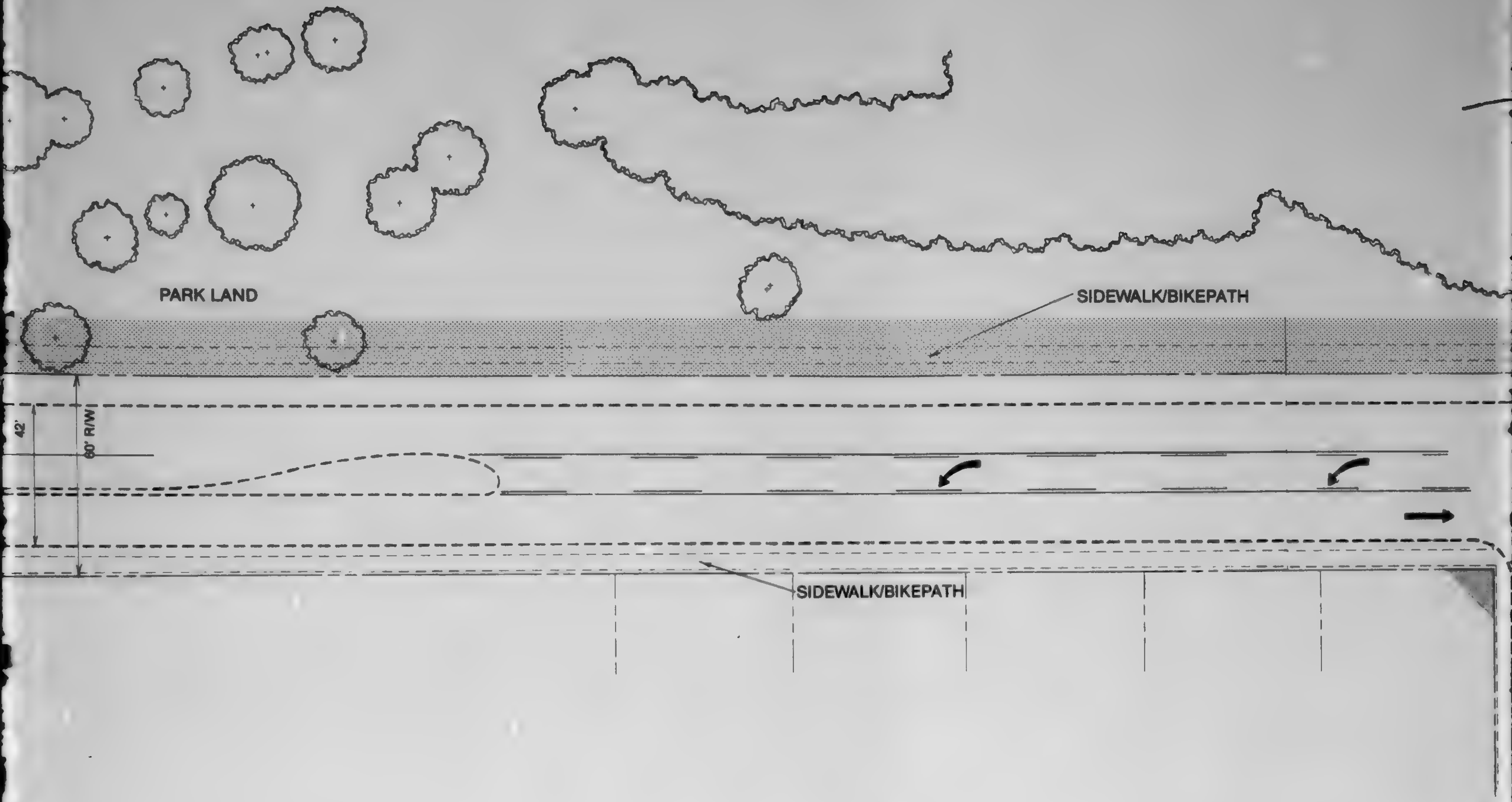
EXISTING CONDITIONS

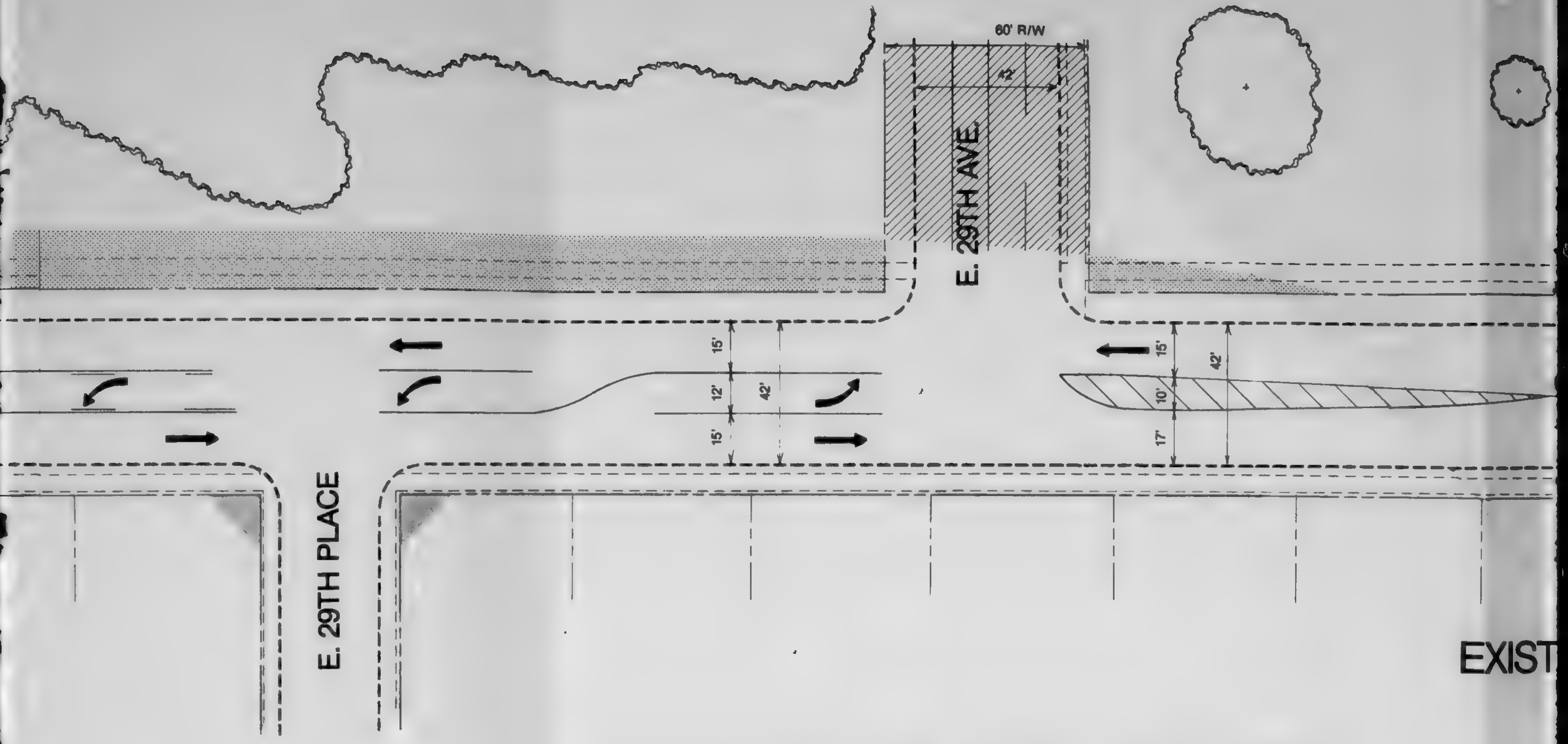
FIG. 6

LEGEND

- - -	EXISTING CURB FACE
— —	PROPERTY LINE
- - -	EXISTING SIDEWALKS
R/W	PUBLIC STREET RIGHT OF WAY
━	DIRECTION OF TRAVEL
⊗	BUS STOP
▒	PROPOSED ADDITIONAL PARK LAND REQUIRED
▒	PROPOSED VACATED STREET OR ALLEY RIGHT OF WAY
▨	PROPOSED ADDITIONAL PRIVATE LAND REQUIRED

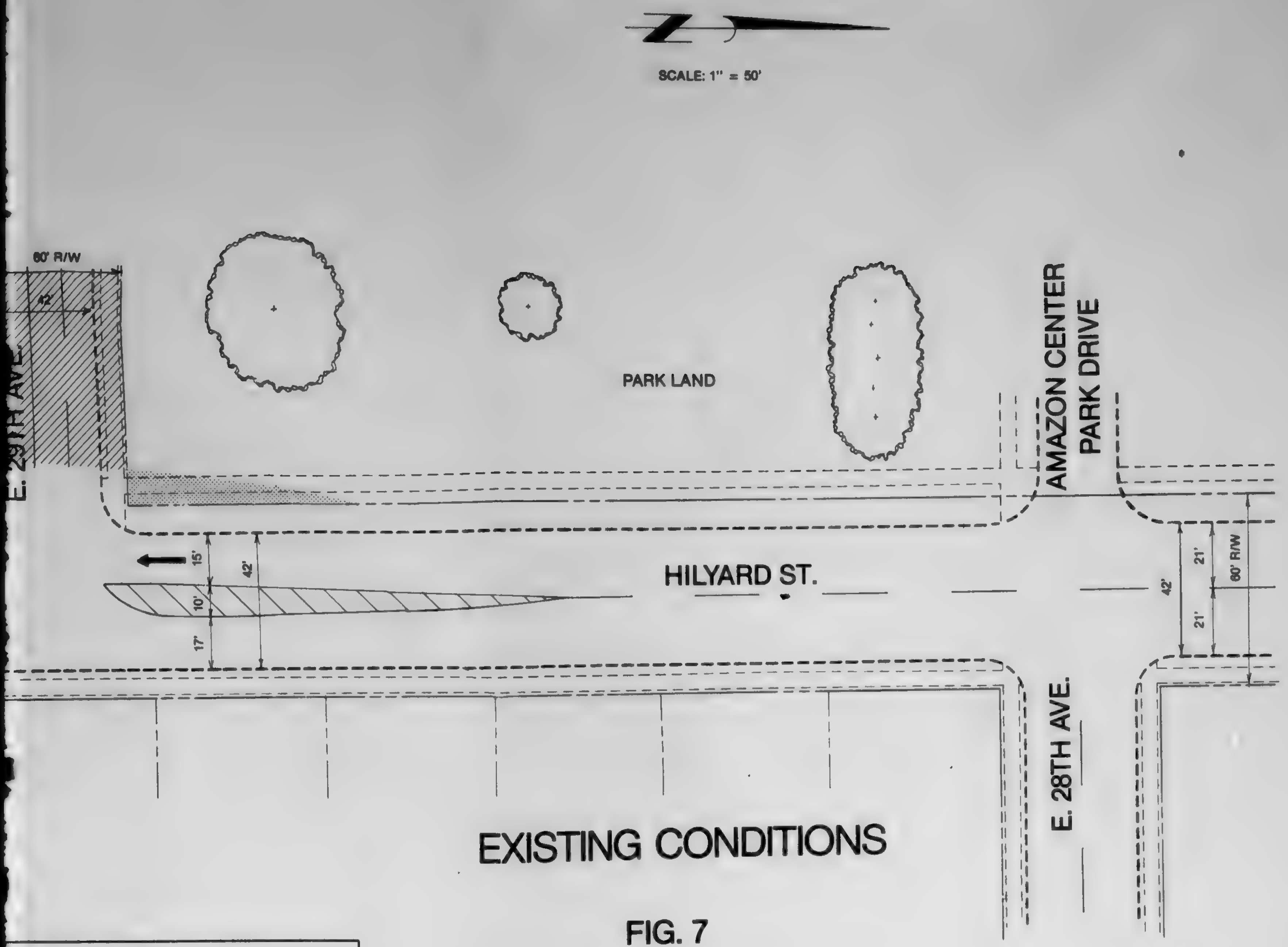

SEE FIG. 9
80' R/W
AMAZON PARKWAY
SEE FIG. 6
PARK LAND
SIDEWALK/BIKEPATH
HILYARD ST.
60' R/W
80' R/W
SIDEWALK/BIKEPATH
SEE FIG. 6
E. 30TH AVE.
SEE FIG. 9


PARK LAND
SIDEWALK/BIKEPATH
42'
60' R/W
SIDEWALK/BIKEPATH


60' R/W
42'
E. 29TH AVE.
15'
12'
42'
15'
15'
10'
17'
42'
E. 29TH PLACE
EXIST

LEGEND

- - - - -	EXISTING CURB FACE
— - - —	PROPERTY LINE
- - - - -	EXISTING SIDEWALKS
R/W	PUBLIC STREET RIGHT OF WAY
←	DIRECTION OF TRAVEL
⊗	BUS STOP
░	PROPOSED ADDITIONAL PARK LAND REQUIRED
▨	PROPOSED VACATED STREET OR ALLEY RIGHT OF WAY
▒	PROPOSED ADDITIONAL PRIVATE LAND REQUIRED


SCALE: 1" = 50'
60' R/W
42'
E. 29TH AVE.
PARK LAND
AMAZON CENTER
PARK DRIVE
15'
42'
10'
17'
HILYARD ST.
42'
21'
21'
60' R/W
E. 28TH AVE.

EXISTING CONDITIONS

FIG. 7

EGEND

FACE

WALKS

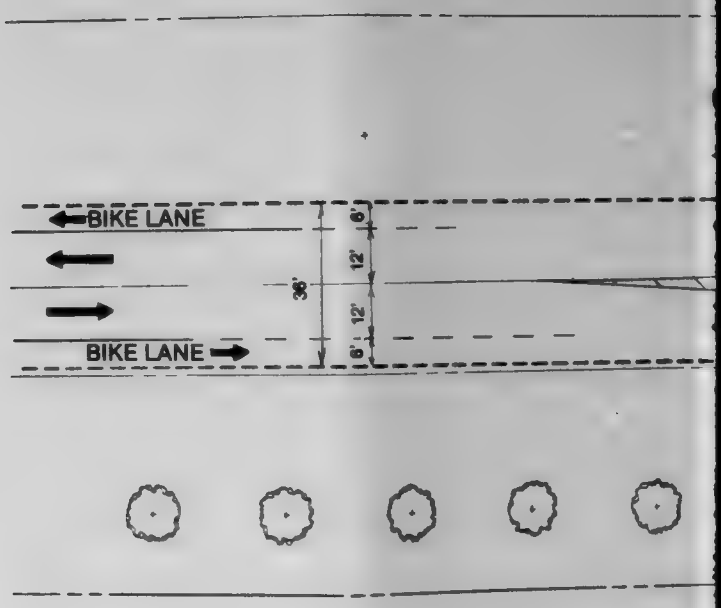
T RIGHT OF WAY

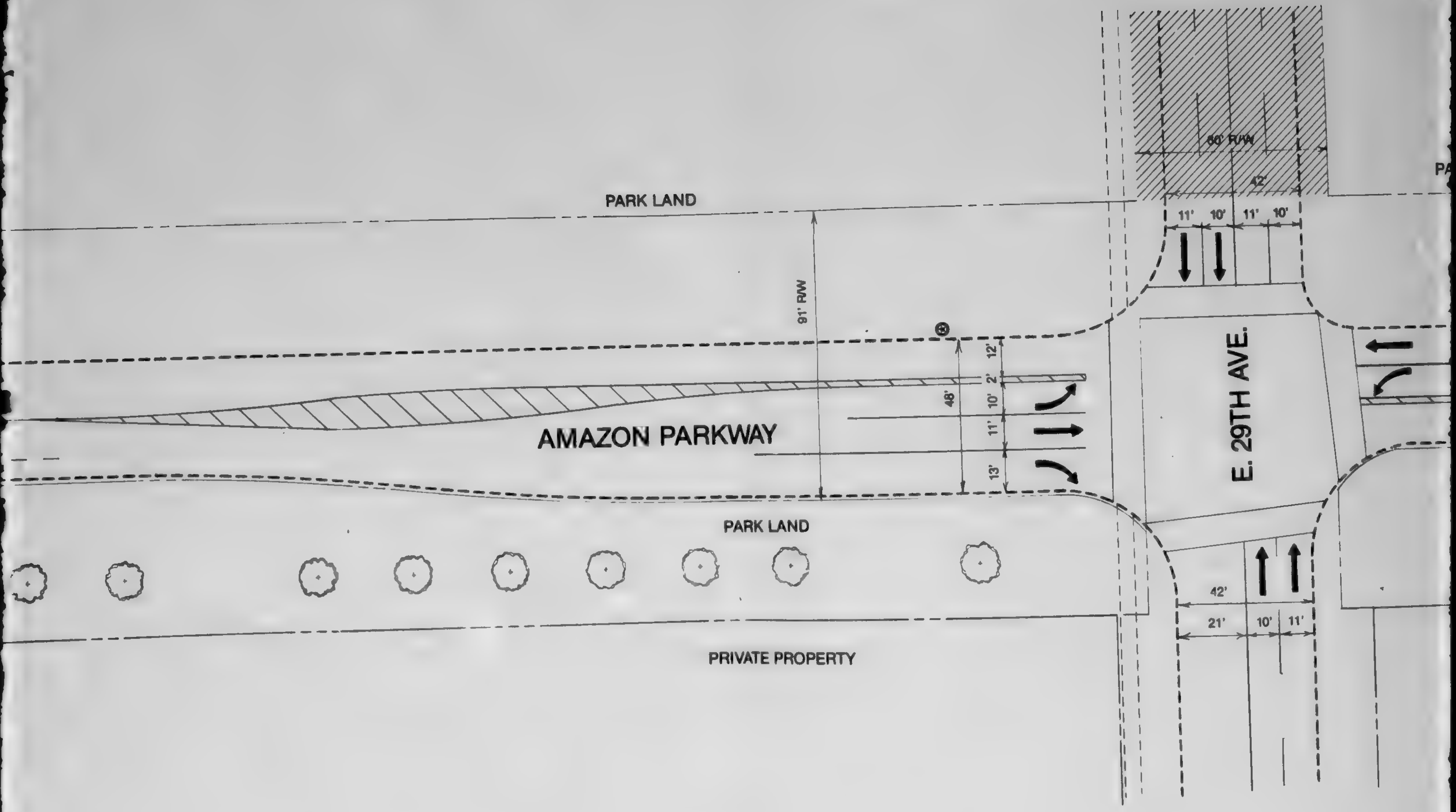
TRAVEL

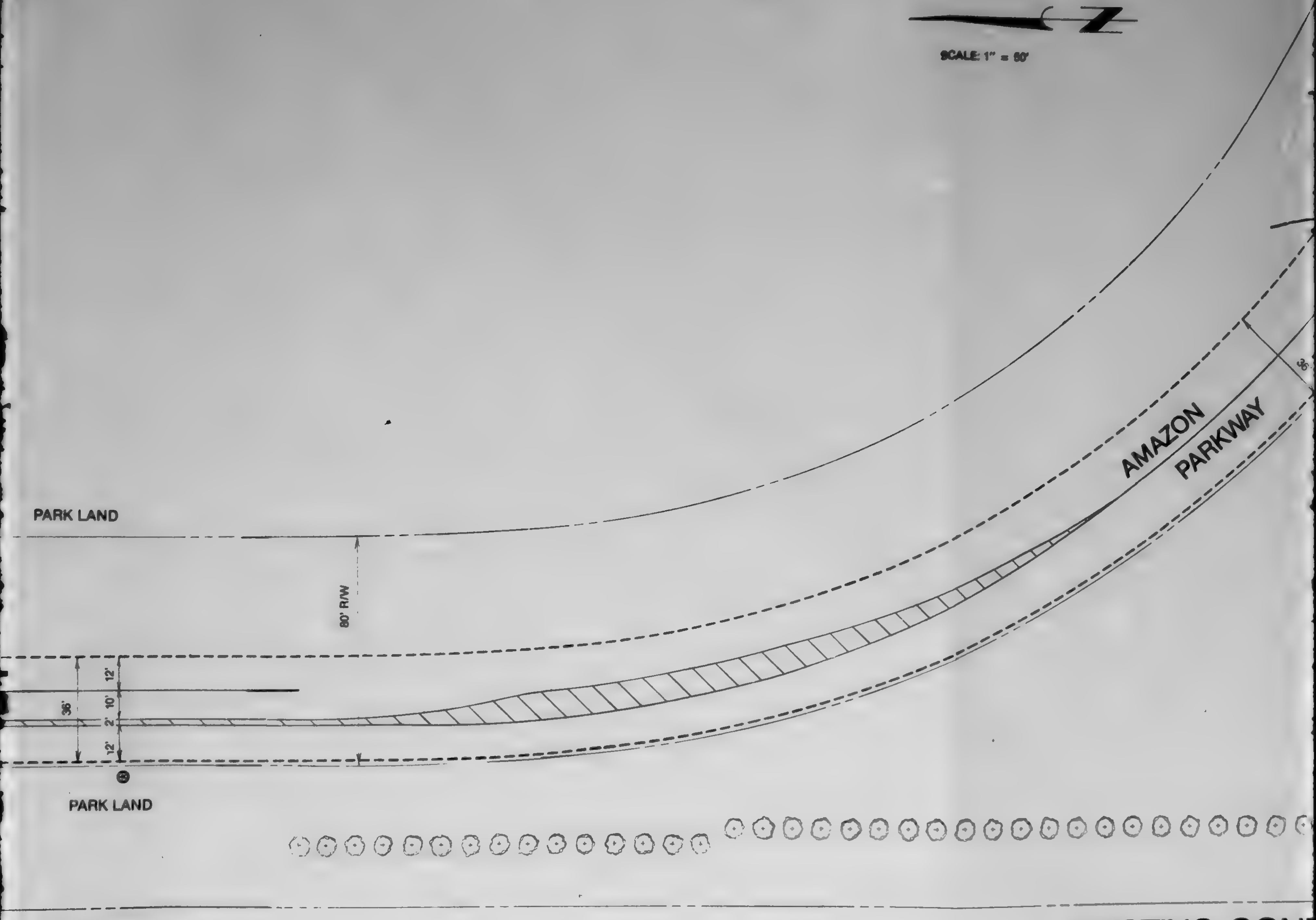
DITIONAL PARK LAND REQUIRED

CATED STREET OR ALLEY RIGHT OF WAY

DITIONAL PRIVATE LAND REQUIRED


BIKE LANE
BIKE LANE


60' R/W
PA
PARK LAND
91' R/W
AMAZON PARKWAY
E. 29TH AVE.
PARK LAND
PRIVATE PROPERTY

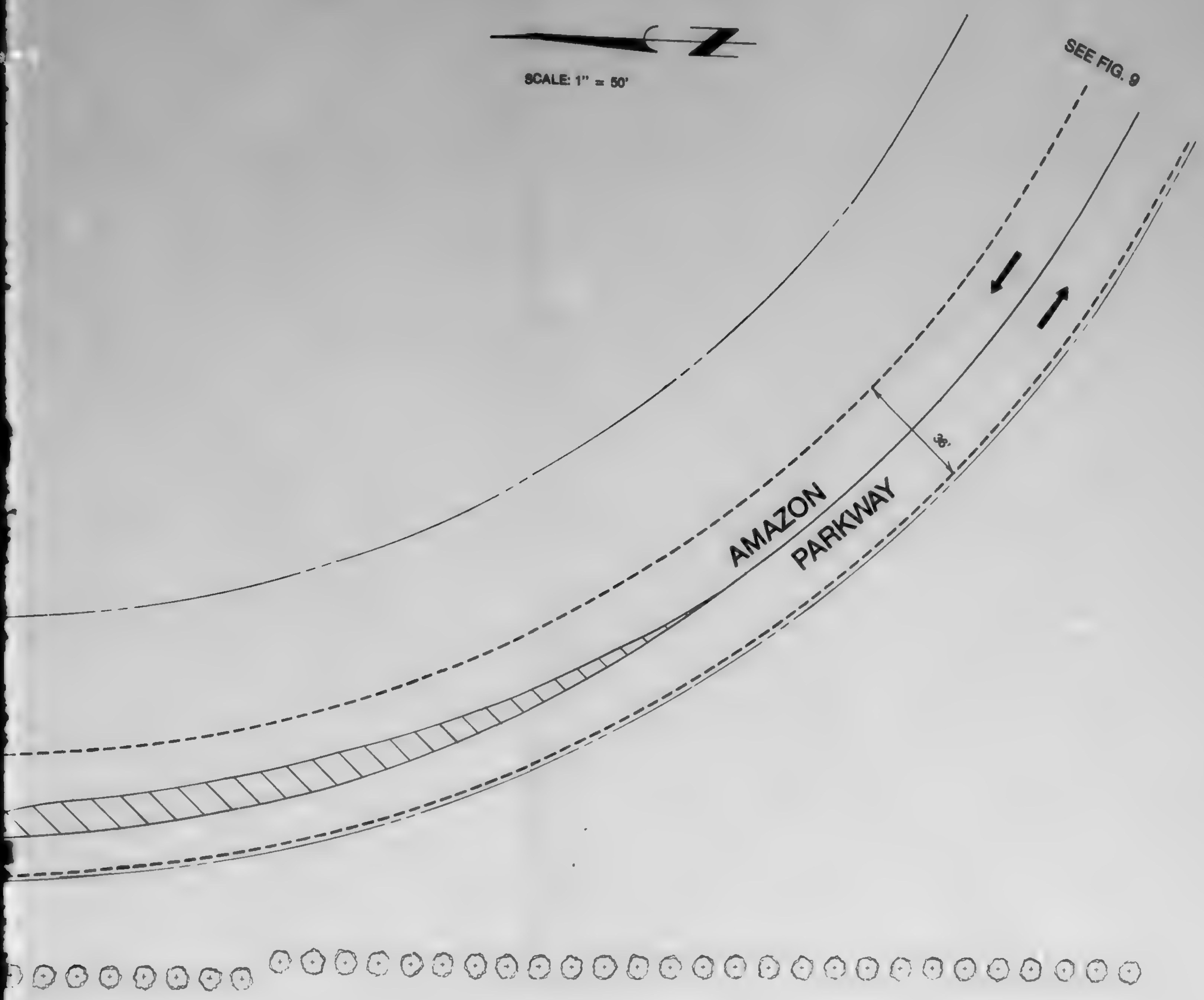

N
SCALE: 1" = 80'
AMAZON
PARKWAY
36'
PARK LAND
80' R/W
12'
10'
2'
12'
36'
PARK LAND
PRIVATE PROPERTY

EXISTING COND

FIG. 8

LEGEND

- - - - - -	EXISTING CURB FACE
—— – —— –	PROPERTY LINE
= = = = = =	EXISTING SIDEWALKS
R/W	PUBLIC STREET RIGHT OF WAY
←	DIRECTION OF TRAVEL
⊛	BUS STOP
▒	PROPOSED ADDITIONAL PARK LAND REQUIRED
▨	PROPOSED VACATED STREET OR ALLEY RIGHT OF WAY
▓	PROPOSED ADDITIONAL PRIVATE LAND REQUIRED

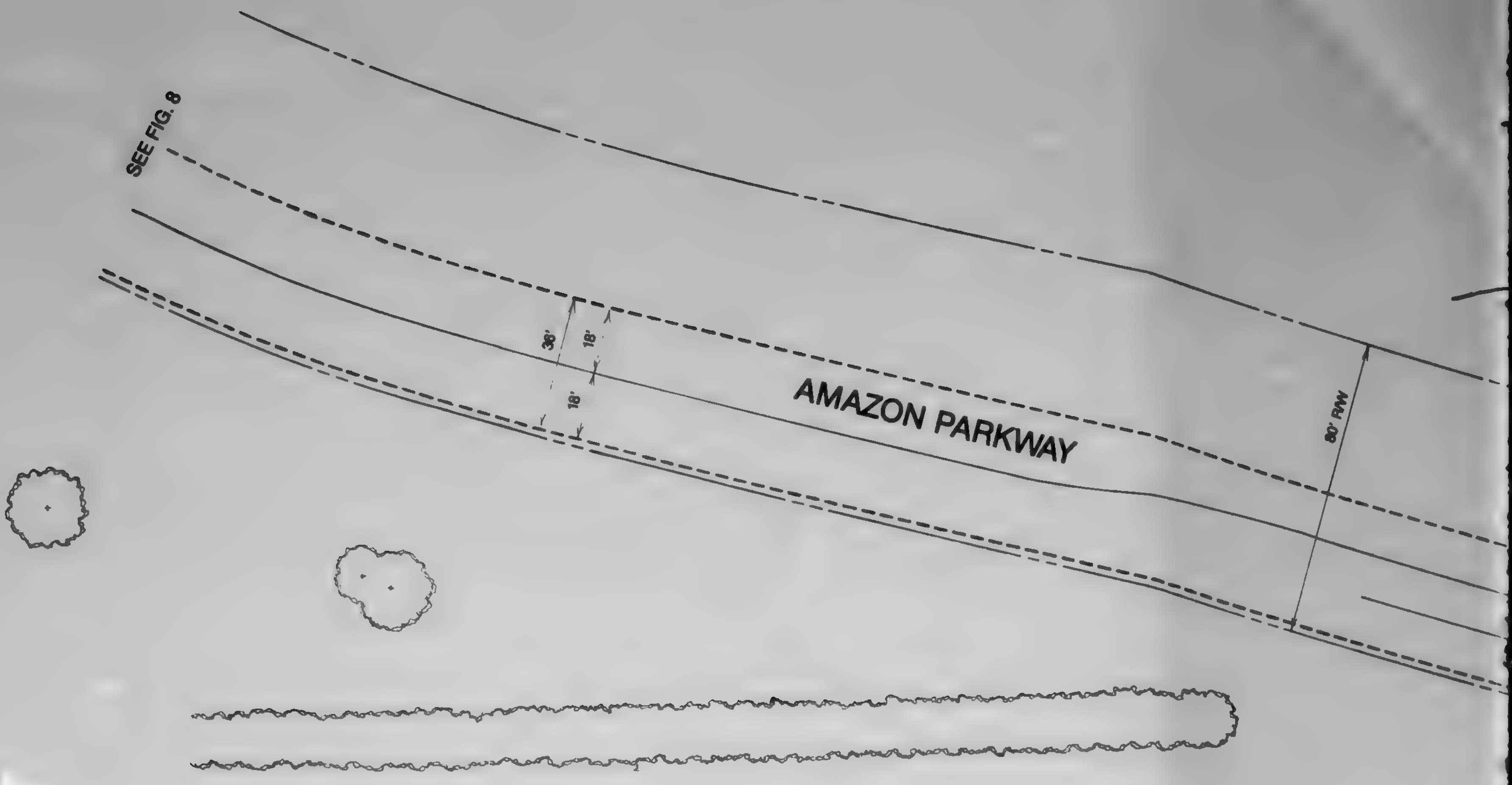

SCALE: 1" = 50'
SEE FIG. 9
36'
AMAZON
PARKWAY

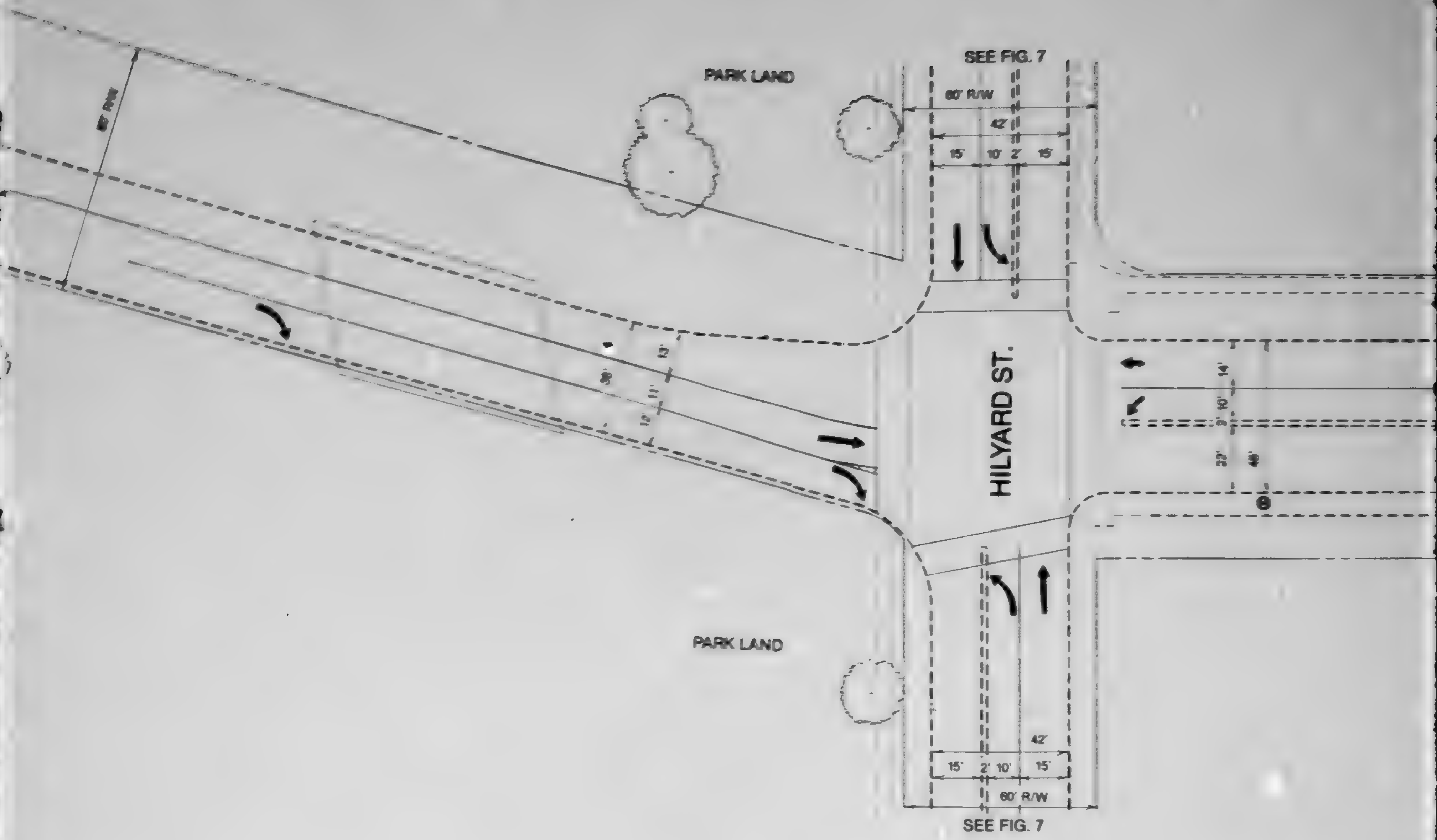
EXISTING CONDITIONS

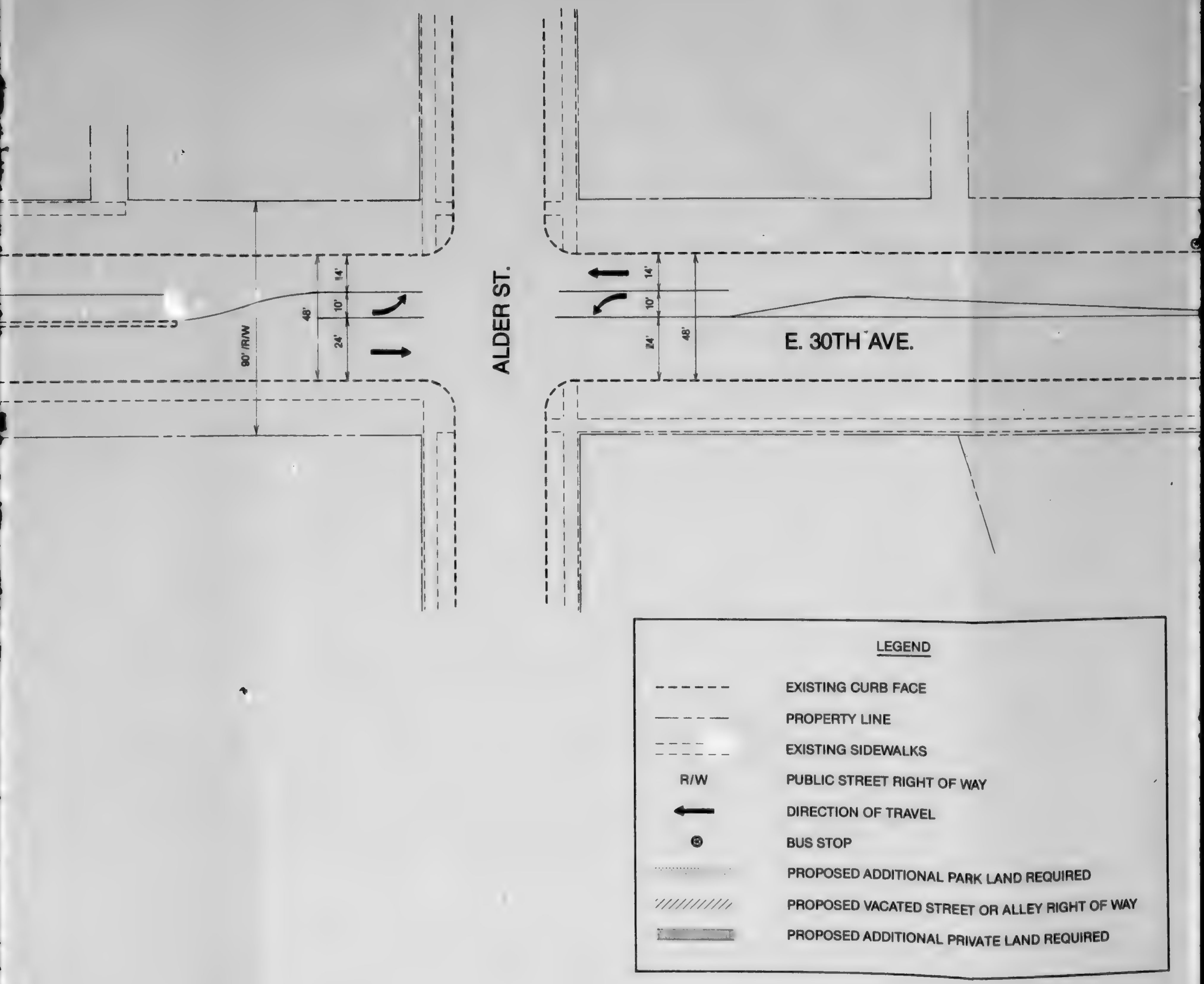
FIG. 8

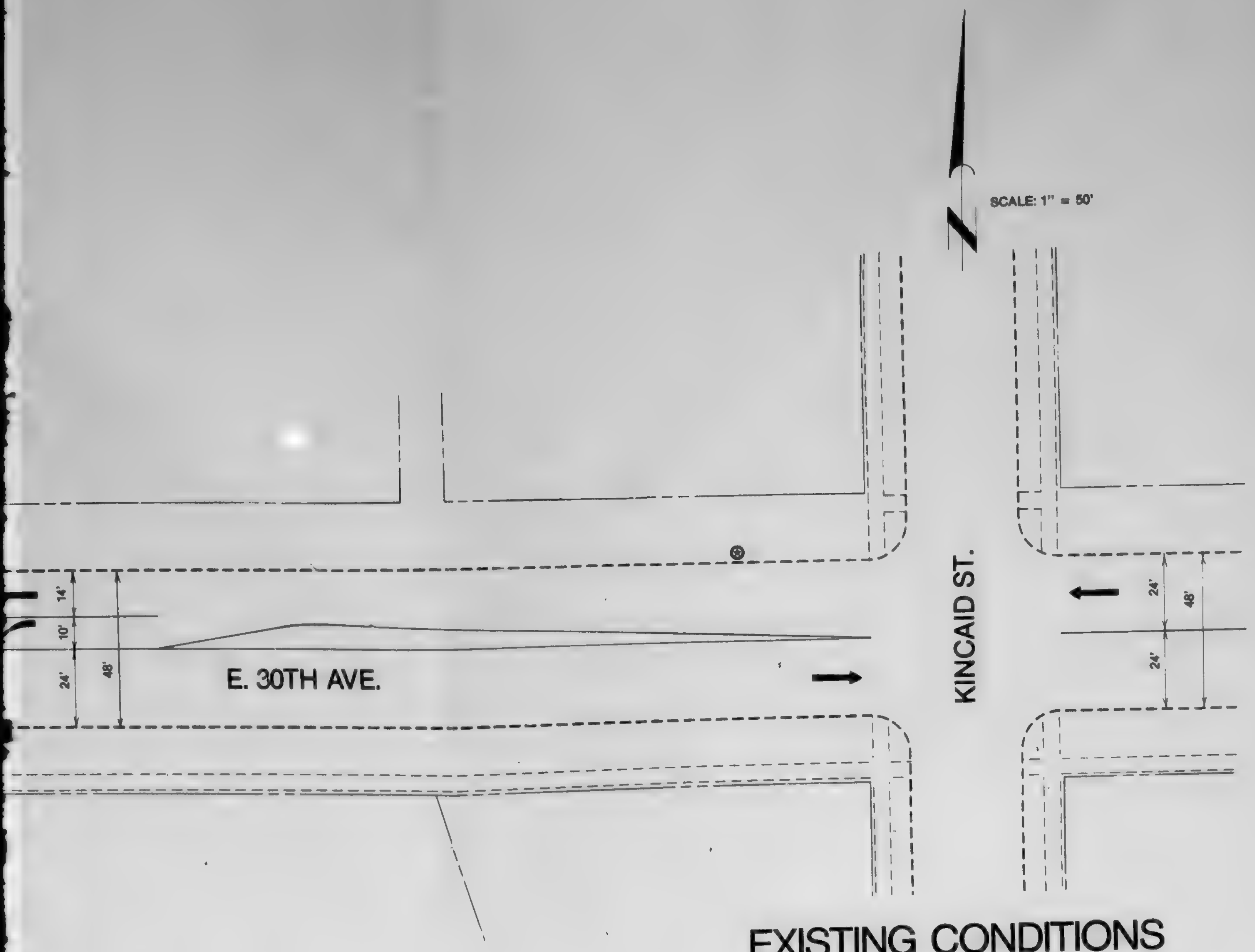
LEGEND

EXISTING CURB FACE
PROPERTY LINE
EXISTING SIDEWALKS
PUBLIC STREET RIGHT OF WAY
DIRECTION OF TRAVEL
BUS STOP
PROPOSED ADDITIONAL PARK LAND REQUIRED
PROPOSED VACATED STREET OR ALLEY RIGHT OF WAY
PROPOSED ADDITIONAL PRIVATE LAND REQUIRED


SEE FIG. 8
36'
18'
18'
AMAZON PARKWAY
80' R/W


SEE FIG. 7
PARK LAND
60' R/W
60' R/W
HILYARD ST.
PARK LAND
60' R/W
SEE FIG. 7


ALDER ST.
E. 30TH AVE.
90' R/W
48'
14'
10'
24'
14'
10'
24'
48'
LEGEND
EXISTING CURB FACE
PROPERTY LINE
EXISTING SIDEWALKS
R/W
PUBLIC STREET RIGHT OF WAY
DIRECTION OF TRAVEL
BUS STOP
PROPOSED ADDITIONAL PARK LAND REQUIRED
PROPOSED VACATED STREET OR ALLEY RIGHT OF WAY
PROPOSED ADDITIONAL PRIVATE LAND REQUIRED

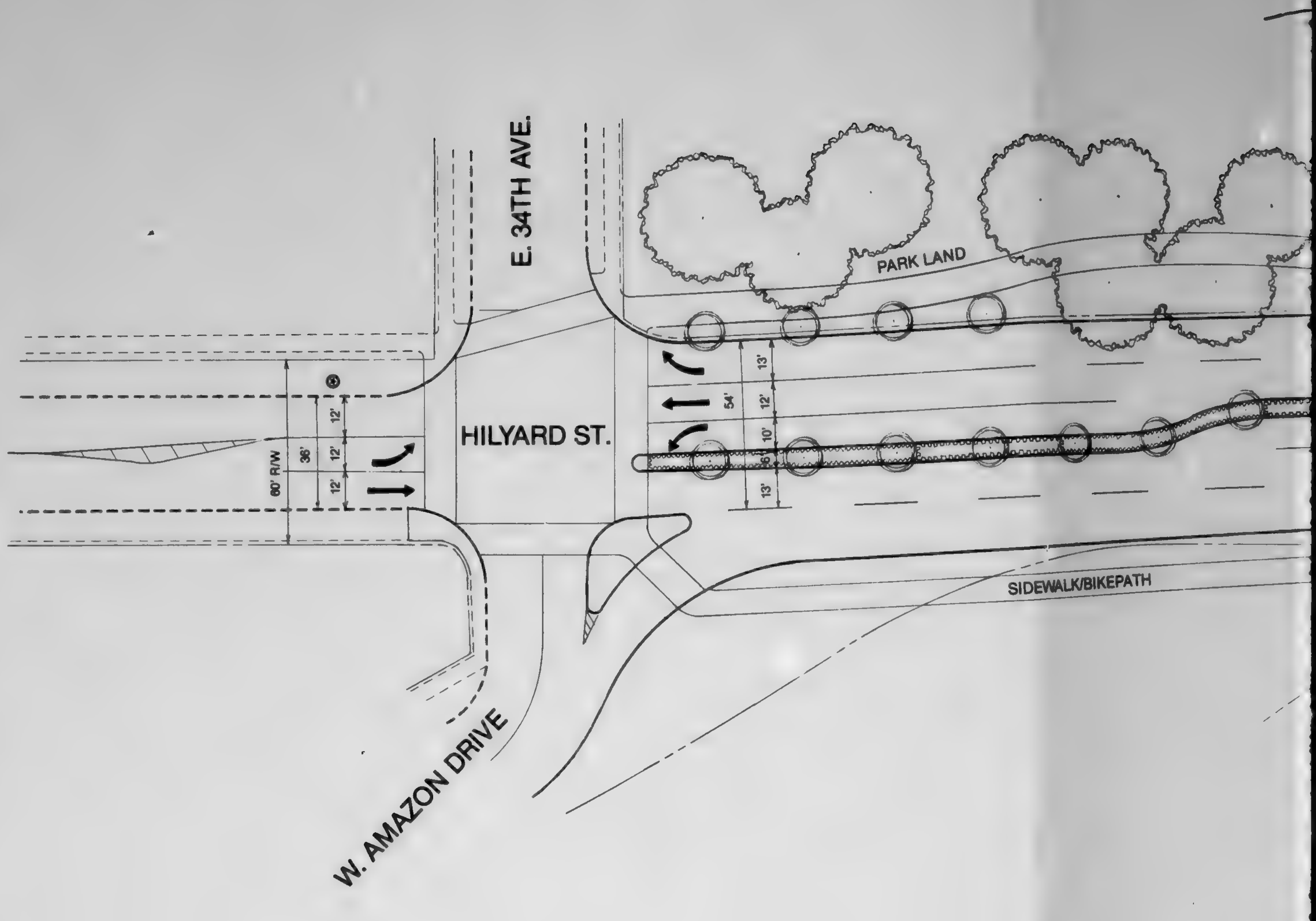

SCALE: 1" = 50'
14'
10'
24'
48'
E. 30TH AVE.
KINCAID ST.
24'
48'
24'

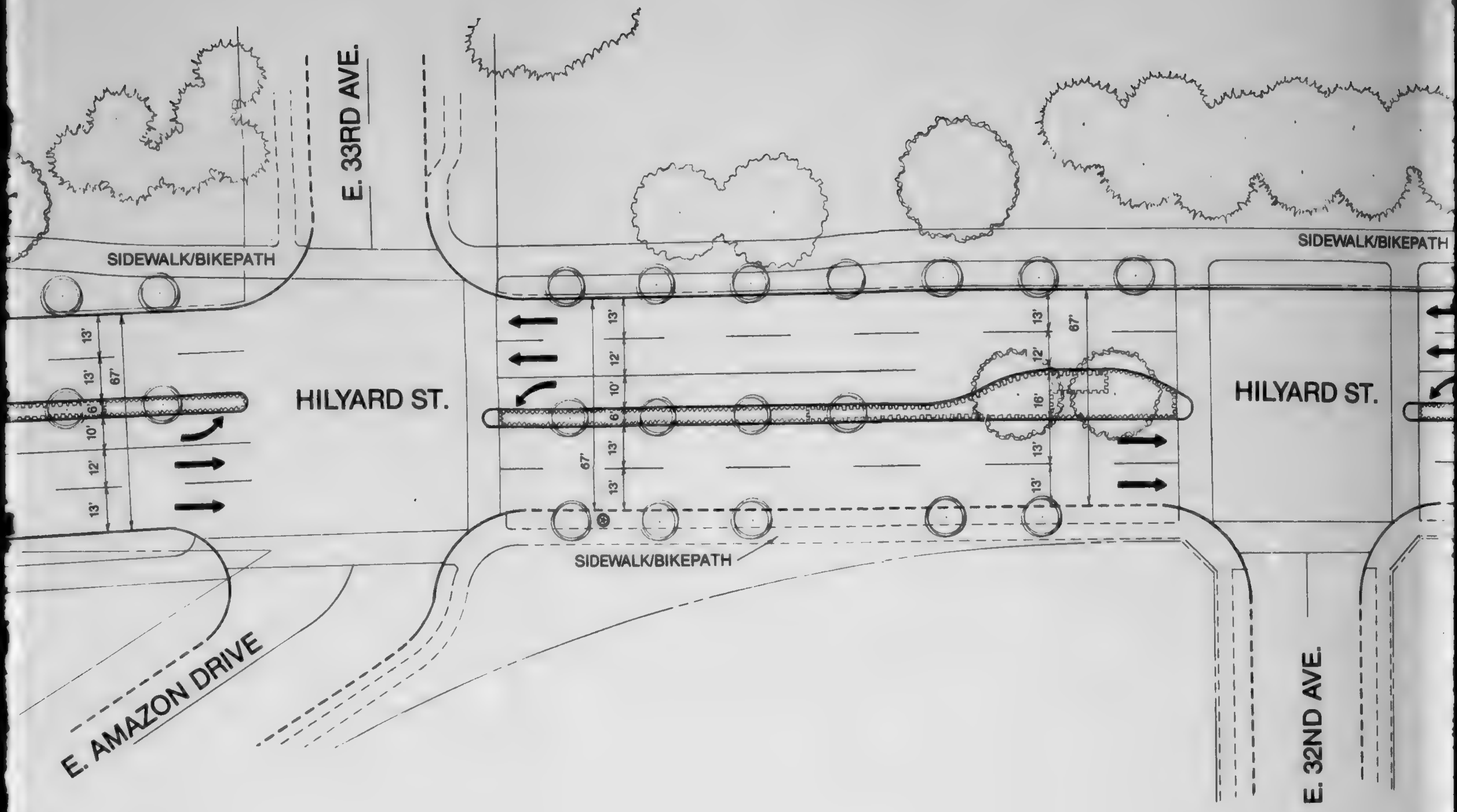
EXISTING CONDITIONS

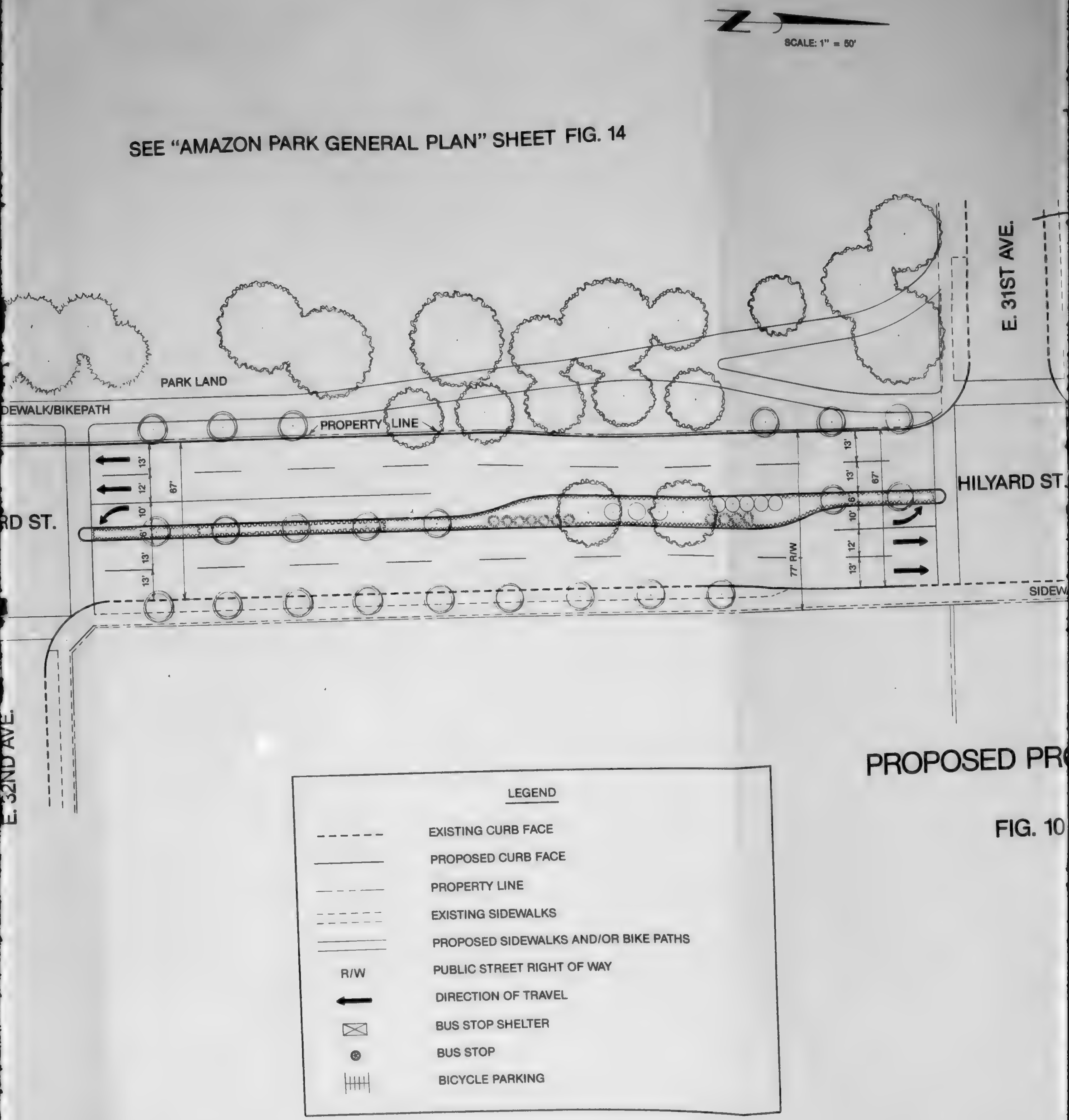
FIG. 9

LEGEND

- - - - -	EXISTING CURB FACE
— — —	PROPERTY LINE
═ ═ ═	EXISTING SIDEWALKS
R/W	PUBLIC STREET RIGHT OF WAY
←	DIRECTION OF TRAVEL
⊙	BUS STOP
░	PROPOSED ADDITIONAL PARK LAND REQUIRED
▨	PROPOSED VACATED STREET OR ALLEY RIGHT OF WAY
▬	PROPOSED ADDITIONAL PRIVATE LAND REQUIRED

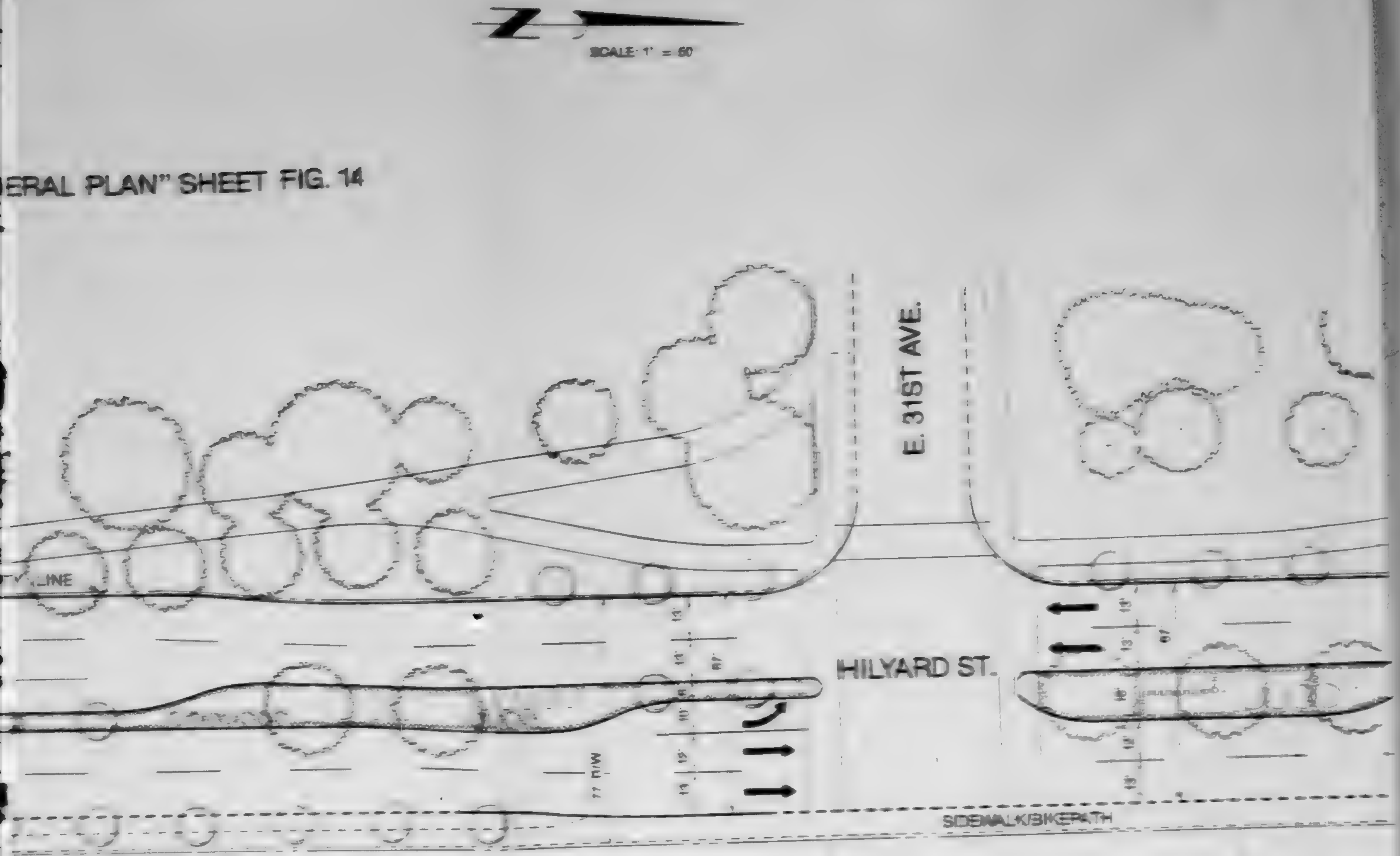

E. 34TH AVE.
PARK LAND
HILYARD ST.
60' R/W
36'
12'
12'
12'
54'
13'
12'
10'
6'
13'
SIDEWALK/BIKEPATH
W. AMAZON DRIVE


E. 33RD AVE.
SIDEWALK/BIKEPATH
SIDEWALK/BIKEPATH
HILYARD ST.
HILYARD ST.
13'
13'
6'
10'
12'
13'
67'
13'
12'
10'
6'
13'
13'
67'
13'
12'
16'
13'
13'
67'
SIDEWALK/BIKEPATH
E. AMAZON DRIVE
E. 32ND AVE.


SCALE: 1" = 50'
SEE "AMAZON PARK GENERAL PLAN" SHEET FIG. 14
PARK LAND
DEWALK/BIKEPATH
PROPERTY LINE
E. 31ST AVE.
HILYARD ST.
RD ST.
E. 32ND AVE.
SIDEW
67'
77' R/W
13'
12'
10'
6'
LEGEND
EXISTING CURB FACE
PROPOSED CURB FACE
PROPERTY LINE
EXISTING SIDEWALKS
PROPOSED SIDEWALKS AND/OR BIKE PATHS
R/W PUBLIC STREET RIGHT OF WAY
DIRECTION OF TRAVEL
BUS STOP SHELTER
BUS STOP
BICYCLE PARKING

PROPOSED PR

FIG. 10

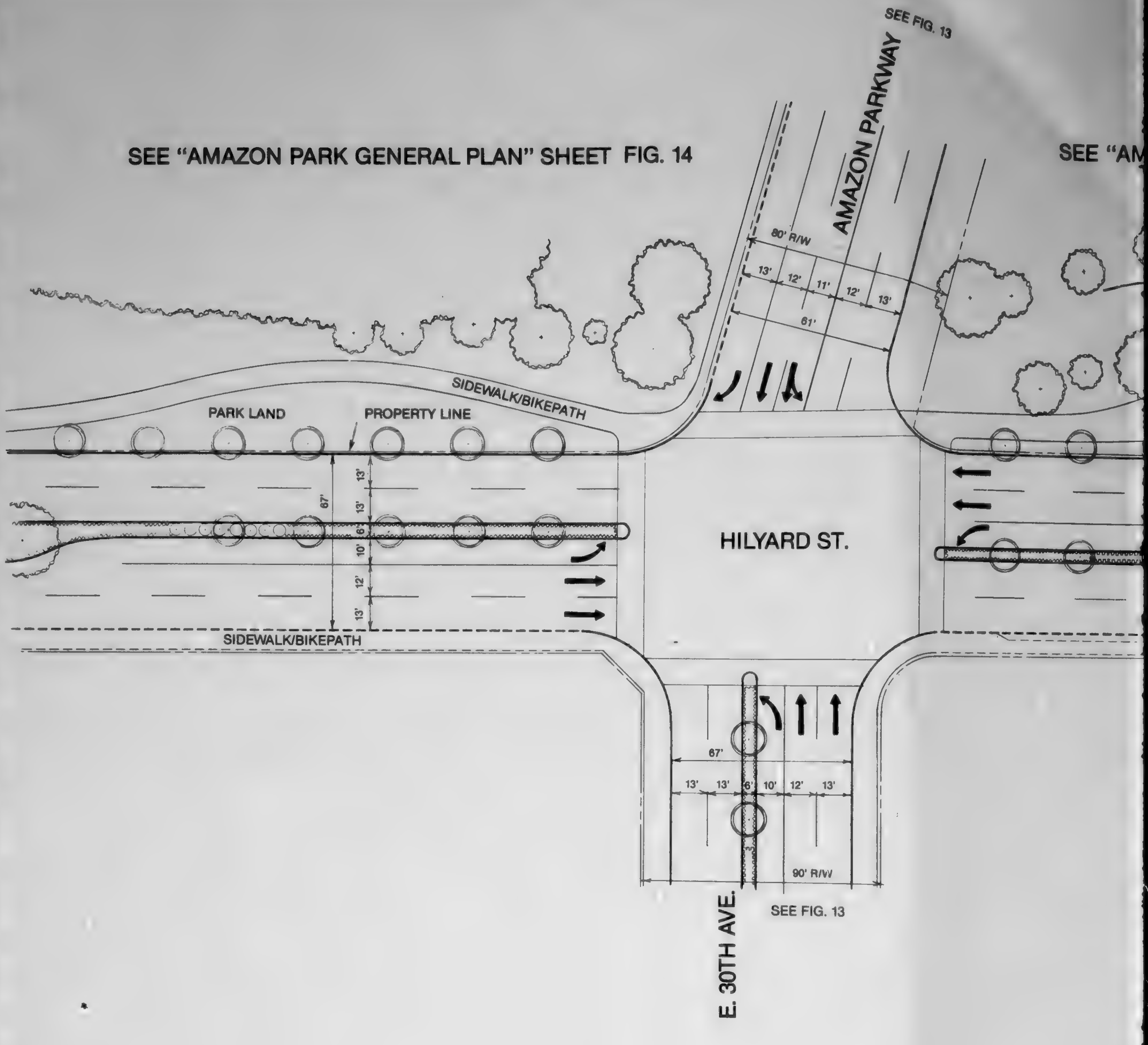

N
SCALE: 1" = 60'
ERAL PLAN" SHEET FIG. 14
E. 31ST AVE.
HILYARD ST.
LINE
77' R/W
67'
SIDEWALK/BIKEPATH
SEE FIG. 11
SEE FIG. 10

PROPOSED PROJECT

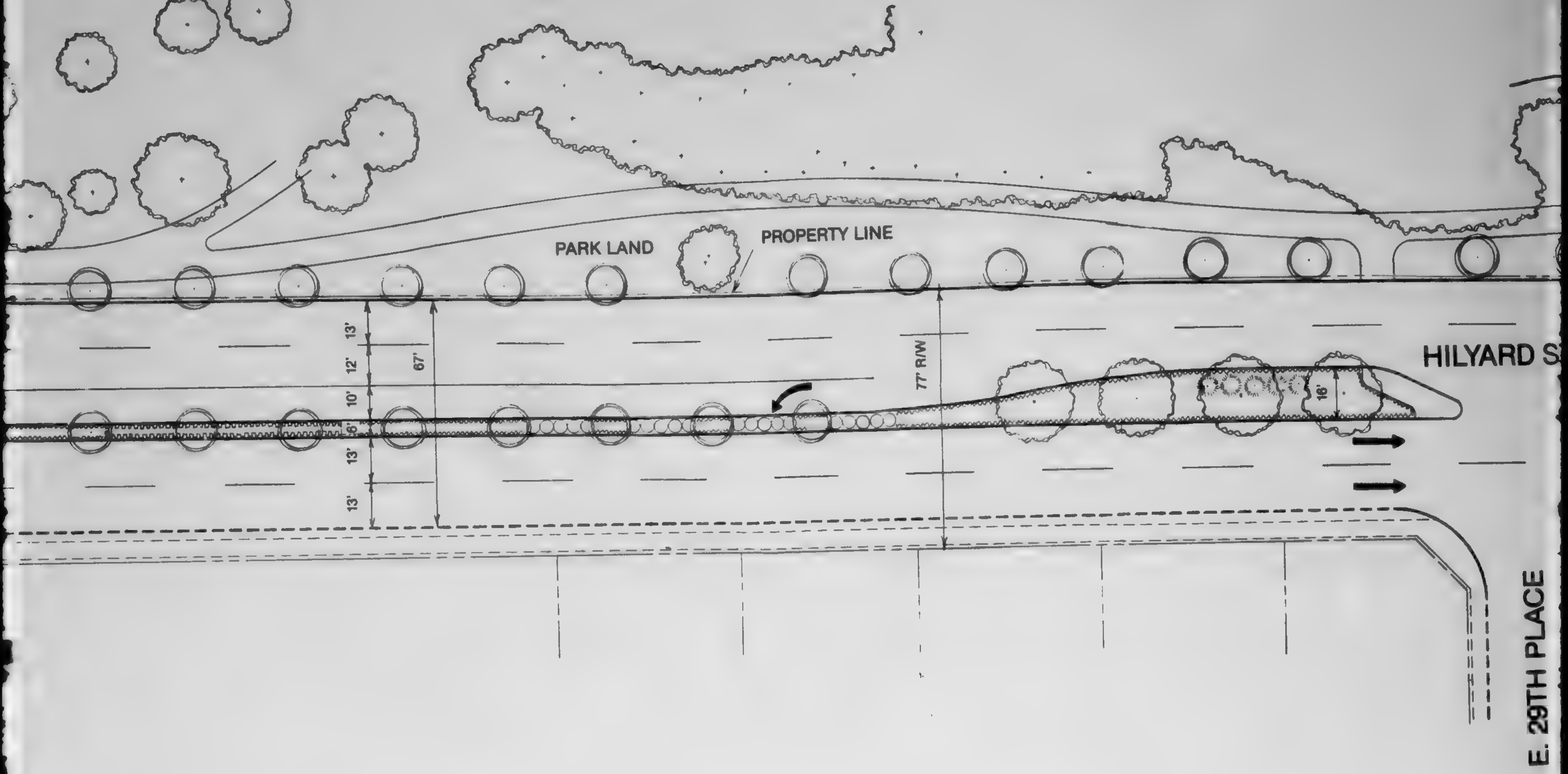
FIG. 10

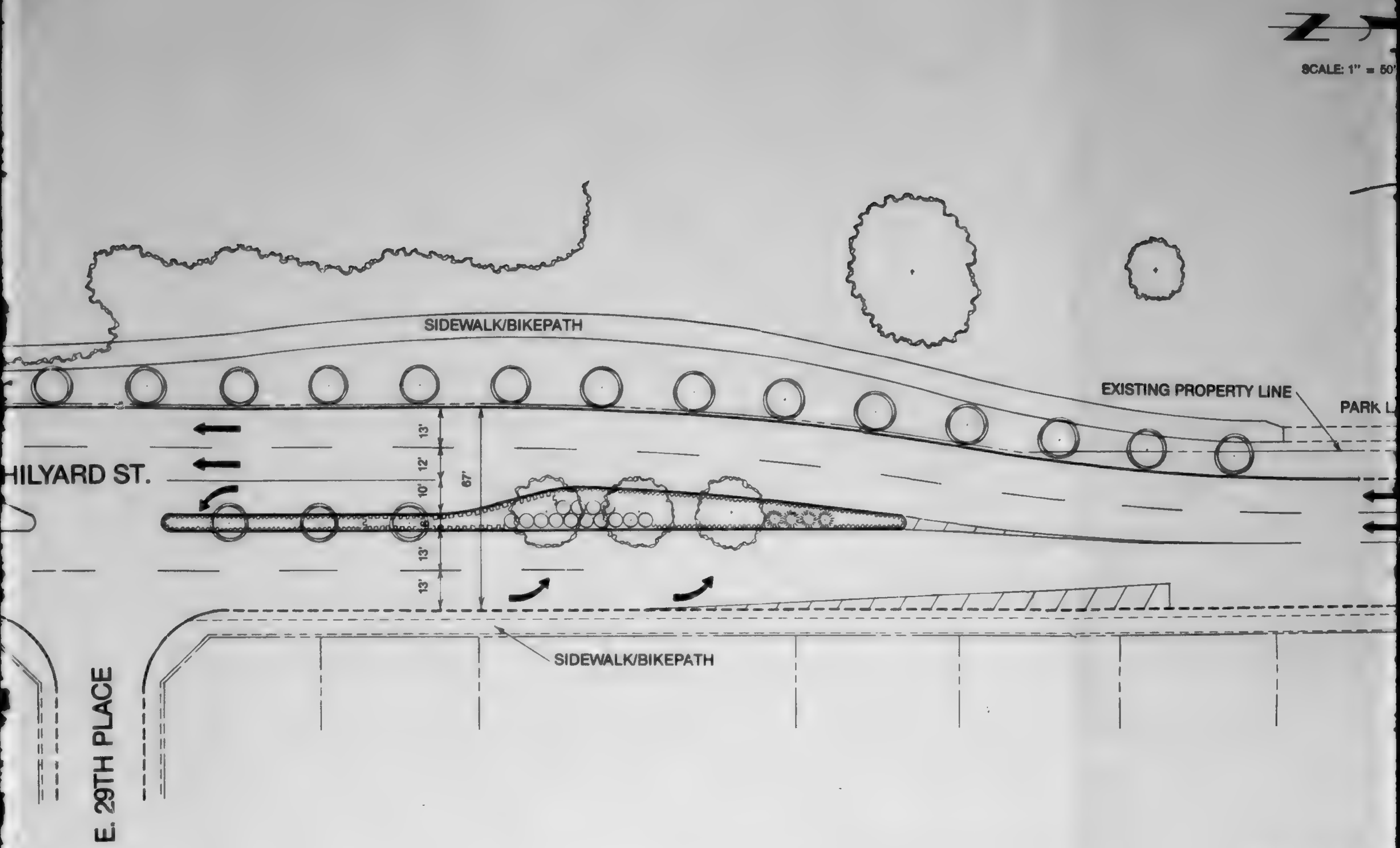
LEGEND

- EXISTING CURB FACE
- PROPOSED CURB FACE
- PROPERTY LINE
- EXISTING SIDEWALKS
- PROPOSED SIDEWALKS AND/OR BIKE PATHS
- PUBLIC STREET RIGHT OF WAY
- DIRECTION OF TRAVEL
- BUS STOP SHELTER
- BUS STOP
- BICYCLE PARKING


SEE "AMAZON PARK GENERAL PLAN" SHEET FIG. 14
SEE FIG. 13
AMAZON PARKWAY
SEE "AM
80' R/W
SIDEWALK/BIKEPATH
PARK LAND
PROPERTY LINE
HILYARD ST.
SIDEWALK/BIKEPATH
90' R/W
SEE FIG. 13
E. 30TH AVE.

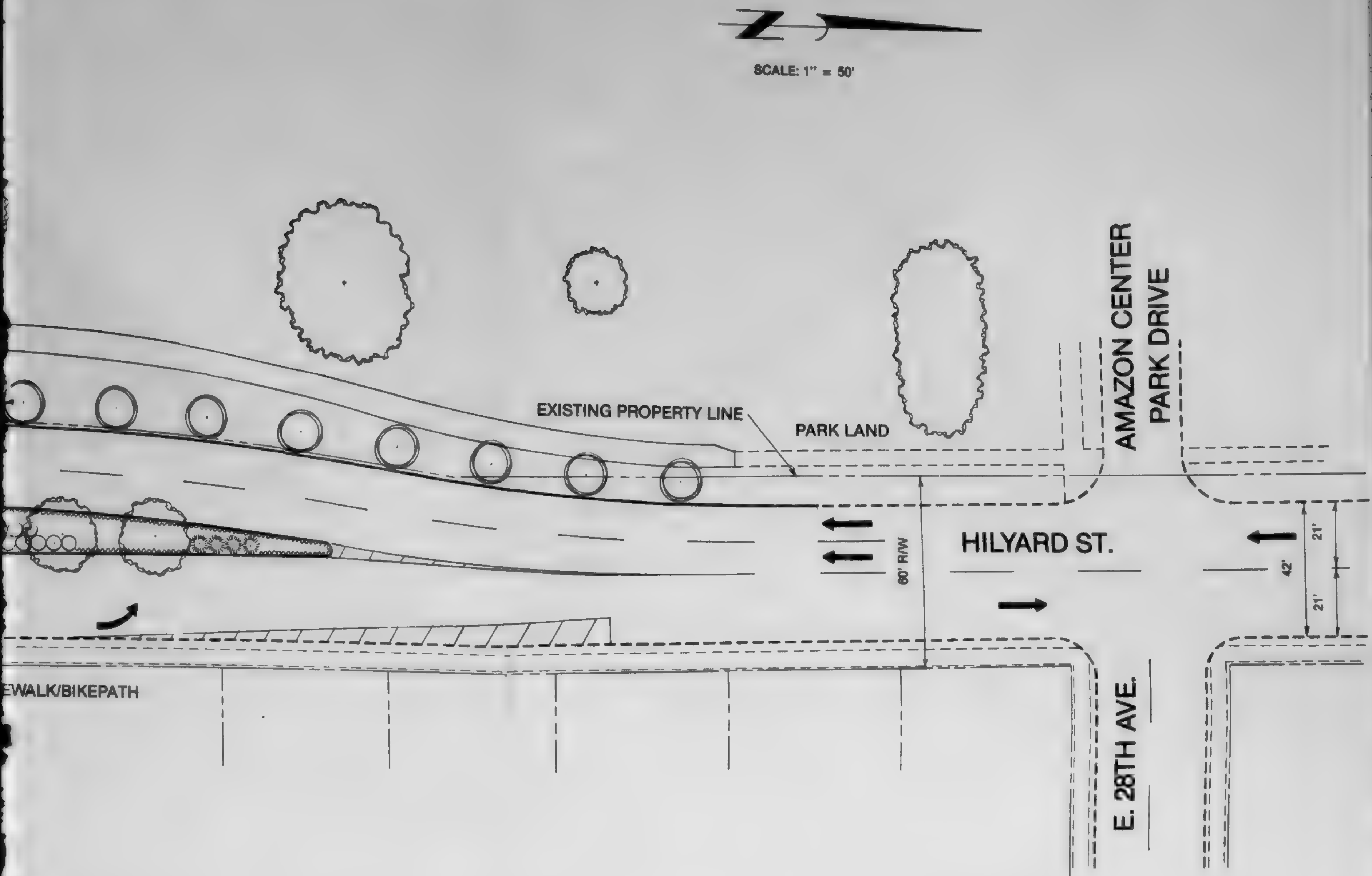
SEE "AMAZON PARK GENERAL PLAN" SHEET FIG. 14


PARK LAND
PROPERTY LINE
13'
12'
10'
6'
13'
13'
67'
77' R/W
16'
HILYARD S
E. 29TH PLACE


SCALE: 1" = 50'
SIDEWALK/BIKEPATH
EXISTING PROPERTY LINE
PARK L
HILYARD ST.
13'
12'
10'
8'
13'
13'
67'
SIDEWALK/BIKEPATH
E. 29TH PLACE

PROPOSE

LEGEND	
- - - - - -	EXISTING CURB FACE
———	PROPOSED CURB FACE
— - — - —	PROPERTY LINE
= = = = =	EXISTING SIDEWALKS
═══	PROPOSED SIDEWALKS AND/OR BIKE PATHS
R/W	PUBLIC STREET RIGHT OF WAY
←	DIRECTION OF TRAVEL
☒	BUS STOP SHELTER
⊗	BUS STOP
┼┼┼┼	BICYCLE PARKING


N
SCALE: 1" = 50'
EXISTING PROPERTY LINE
PARK LAND
AMAZON CENTER PARK DRIVE
HILYARD ST.
60' R/W
21'
42'
21'
E. 28TH AVE.
EWALK/BIKEPATH

LEGEND

EXISTING CURB FACE
PROPOSED CURB FACE
PROPERTY LINE
EXISTING SIDEWALKS
PROPOSED SIDEWALKS AND/OR BIKE PATHS
PUBLIC STREET RIGHT OF WAY
DIRECTION OF TRAVEL
BUS STOP SHELTER
BUS STOP
BICYCLE PARKING

PROPOSED PROJECT

FIG. 11

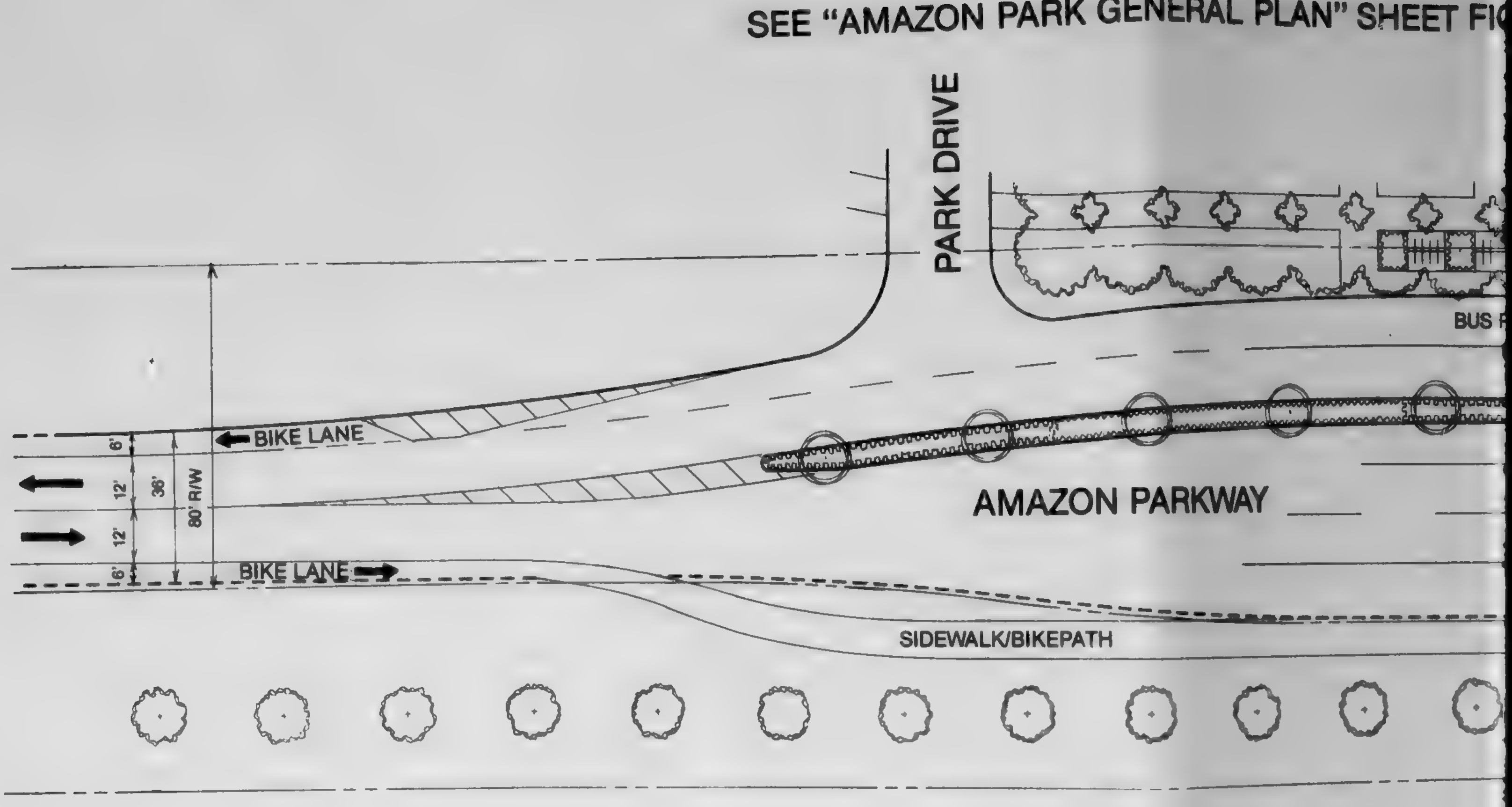
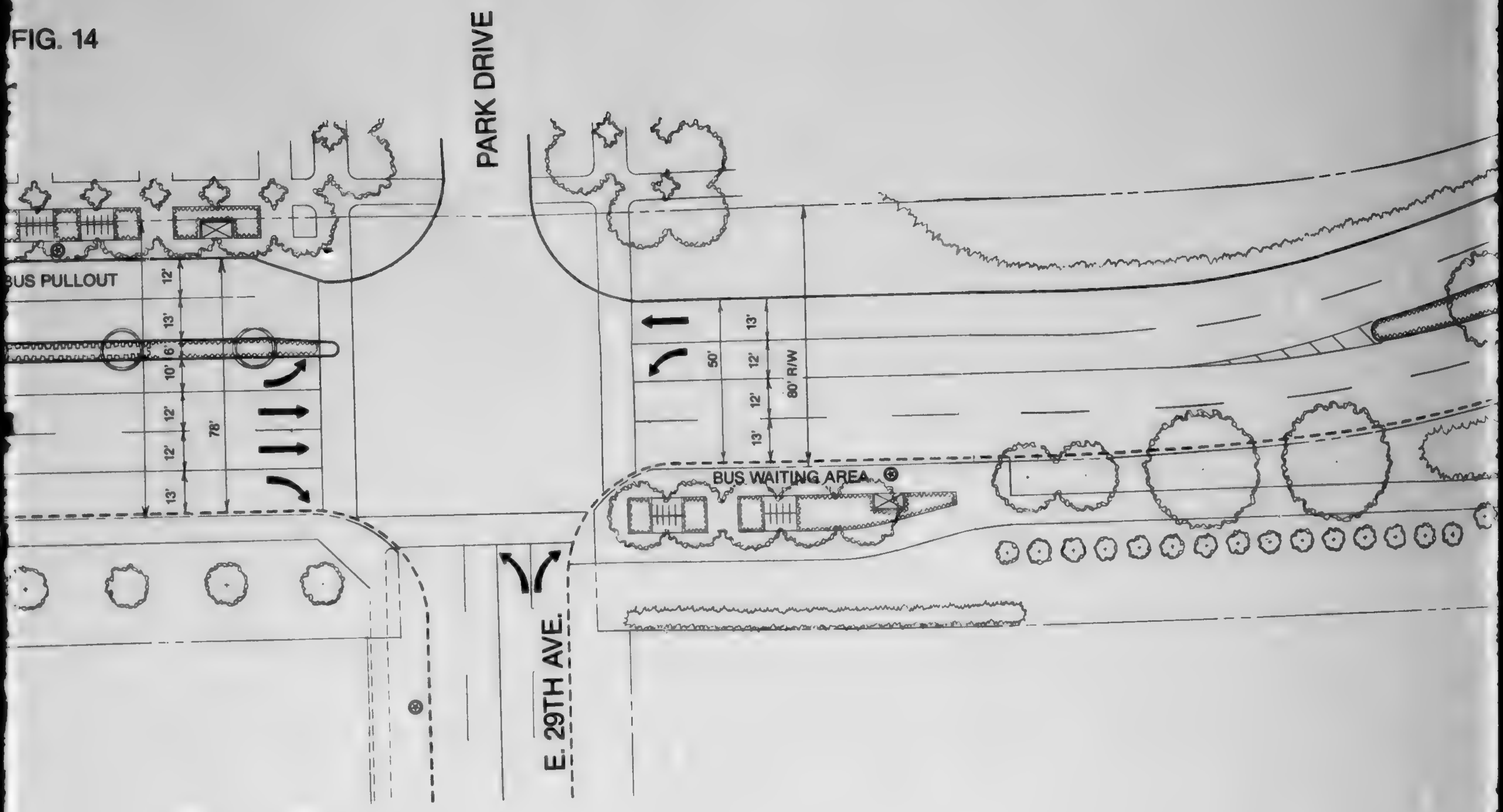
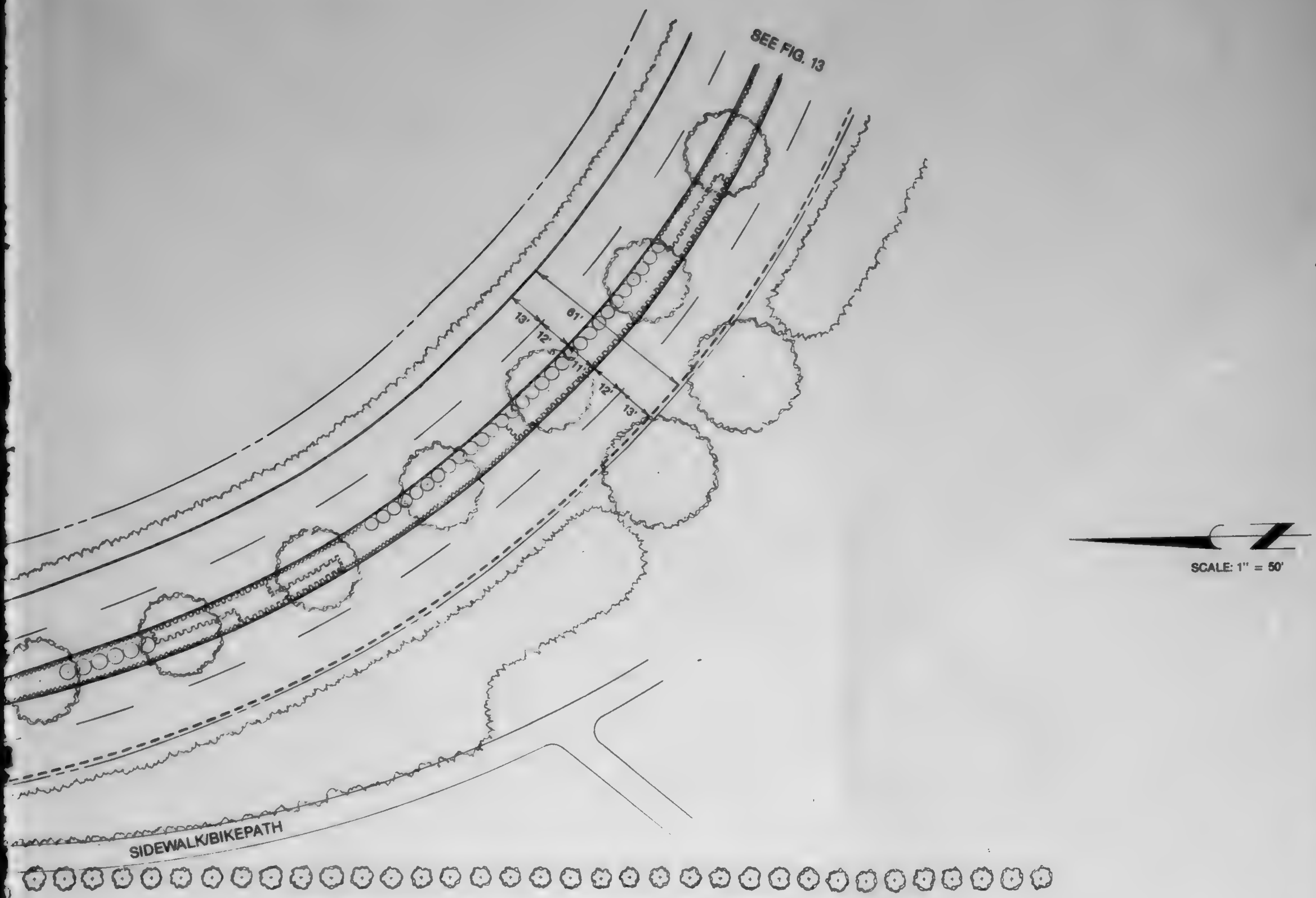

SEE "AMAZON PARK GENERAL PLAN" SHEET FI
PARK DRIVE
BUS
BIKE LANE
6'
12'
12'
6'
36'
80' R/W
AMAZON PARKWAY
BIKE LANE
SIDEWALK/BIKEPATH

FIG. 14


PARK DRIVE
BUS PULLOUT
80' R/W
BUS WAITING AREA
E. 29TH AVE.


SEE FIG. 13
61'
13'
12'
11'
12'
13'
SIDEWALK/BIKEPATH
SCALE: 1" = 50'

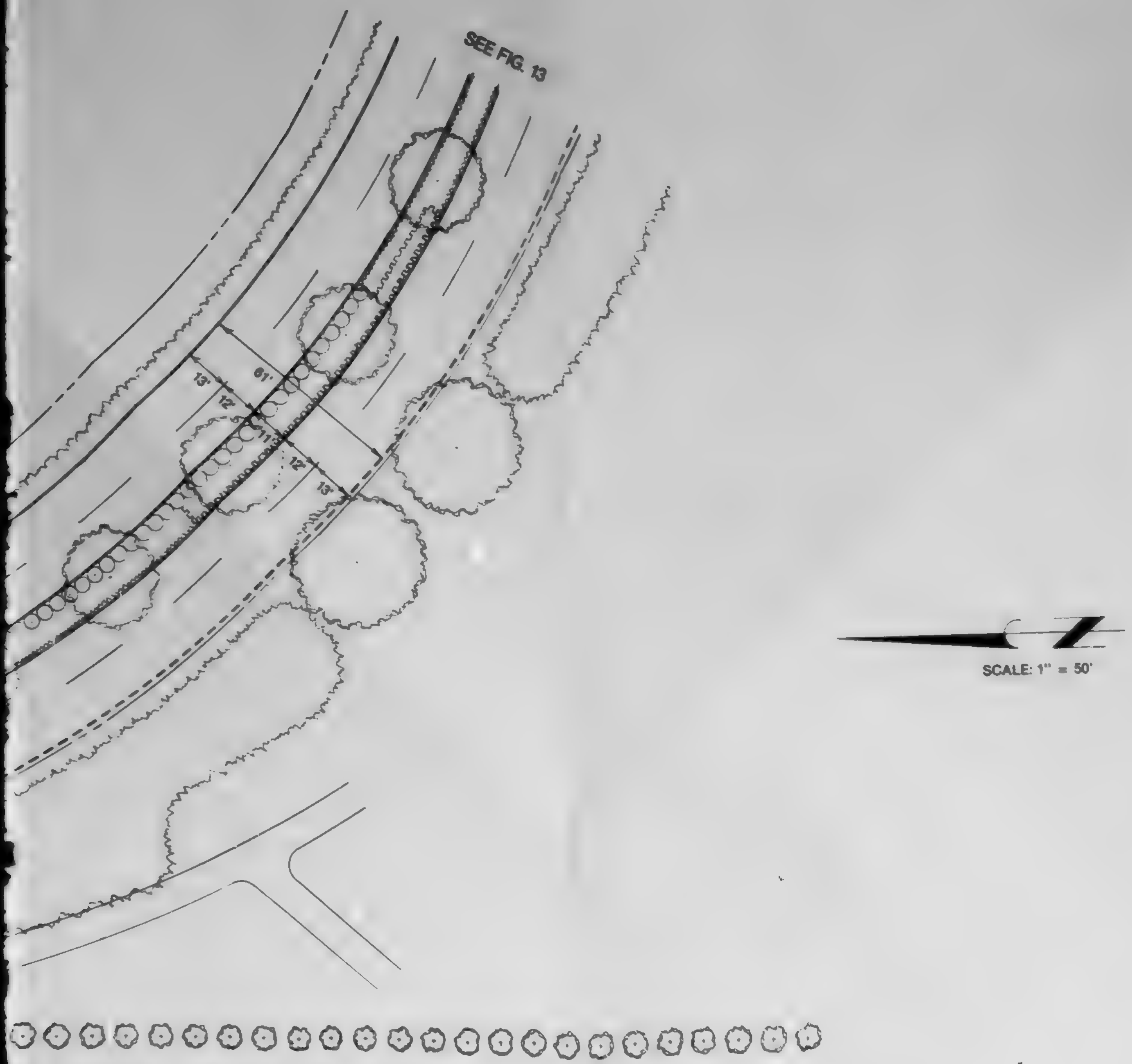
SEE "AMAZON PARK GENERAL PLAN" SHEET FIG. 14

PROPOSED PRO

FIG. 12

LEGEND

- - - - - -	EXISTING CURB FACE
———	PROPOSED CURB FACE
— - - —	PROPERTY LINE
- - - - - - - - - - - -	EXISTING SIDEWALKS
═══	PROPOSED SIDEWALKS AND/OR BIKE PATHS
R/W	PUBLIC STREET RIGHT OF WAY
⬅	DIRECTION OF TRAVEL
☒	BUS STOP SHELTER
⊗	BUS STOP
╫╫	BICYCLE PARKING


SEE FIG. 13
13'
12'
61'
11'
12'
13'
SCALE: 1" = 50'

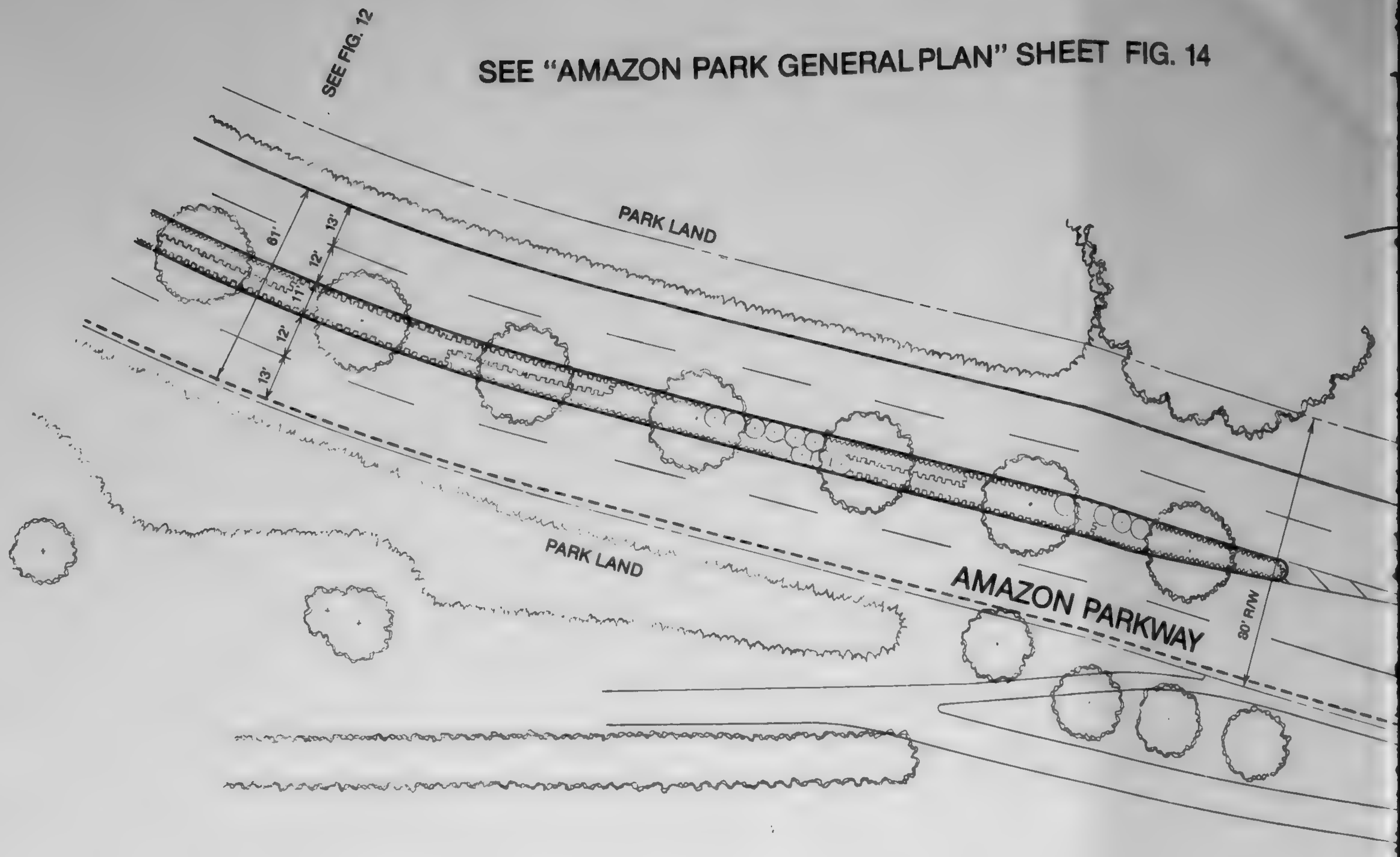
"AMAZON PARK GENERAL PLAN" SHEET FIG. 14

LEGEND

- - - - - -	EXISTING CURB FACE
———	PROPOSED CURB FACE
— - - —	PROPERTY LINE
═ ═ ═ ═	EXISTING SIDEWALKS
═══	PROPOSED SIDEWALKS AND/OR BIKE PATHS
R/W	PUBLIC STREET RIGHT OF WAY
⬅	DIRECTION OF TRAVEL
⊠	BUS STOP SHELTER
⊗	BUS STOP
╫╫╫	BICYCLE PARKING

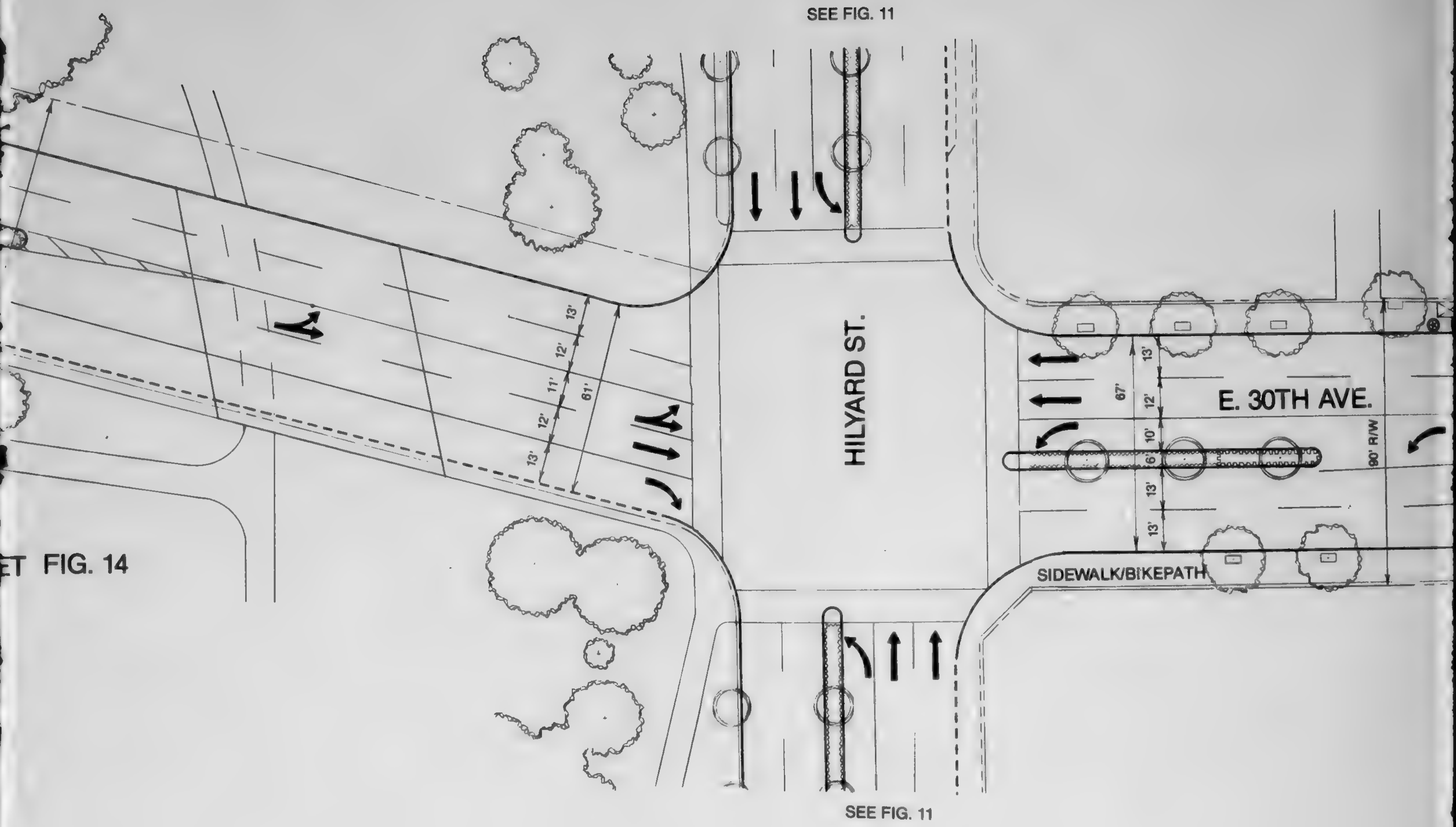
PROPOSED PROJECT

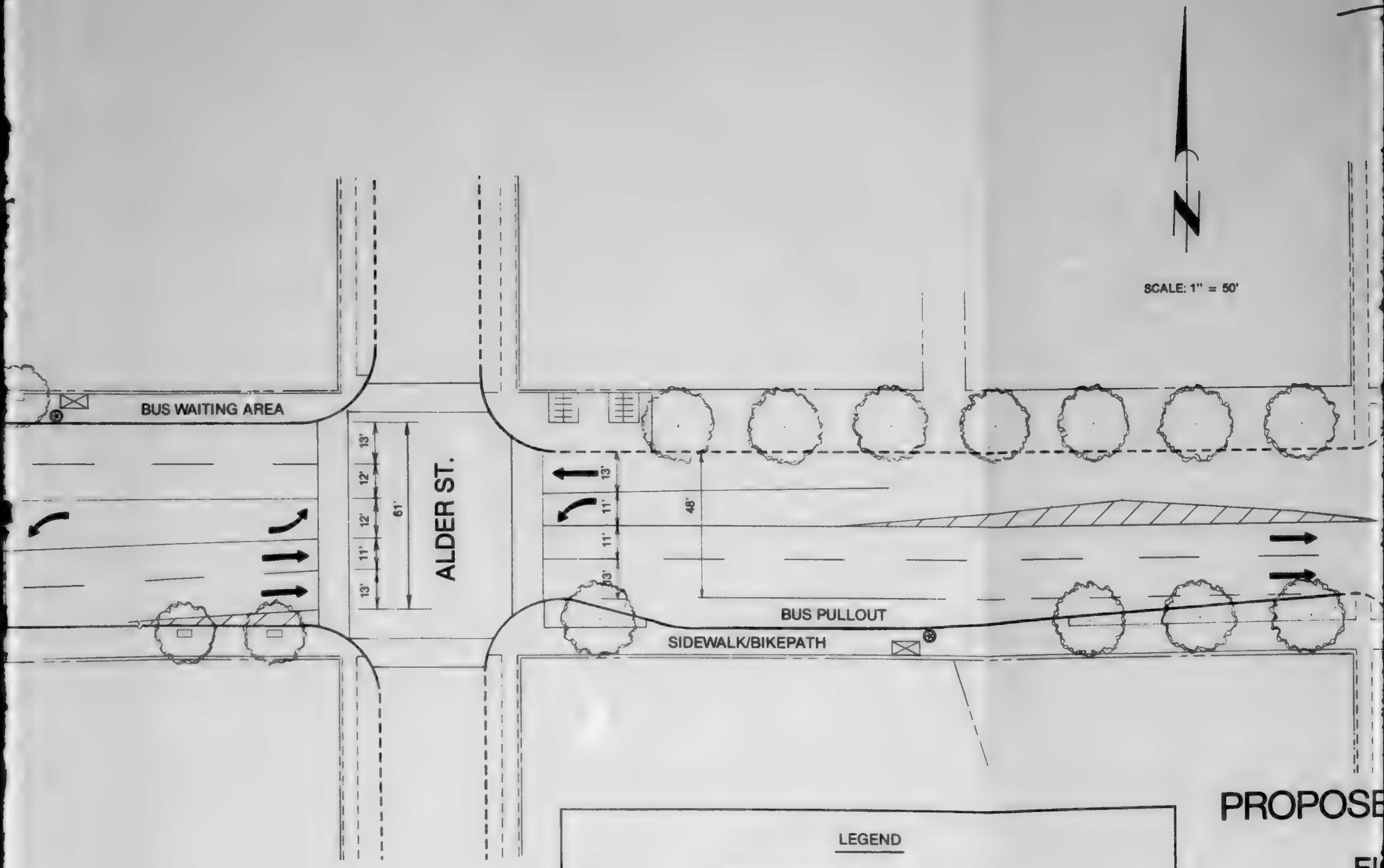
FIG. 12



SEE FIG. 12
SEE "AMAZON PARK GENERAL PLAN" SHEET FIG. 14
PARK LAND
61'
13'
12'
11'
12'
13'
PARK LAND
AMAZON PARKWAY
80' R/W

SEE "AMAZON PARK GENERAL PLAN" SHEET FIG. 14


SEE FIG. 11
13'
12'
11'
12'
13'
61'
ET FIG. 14
HILYARD ST.
13'
67'
12'
10'
6'
13'
13'
E. 30TH AVE.
90' R/W
SIDEWALK/BIKEPATH
SEE FIG. 11

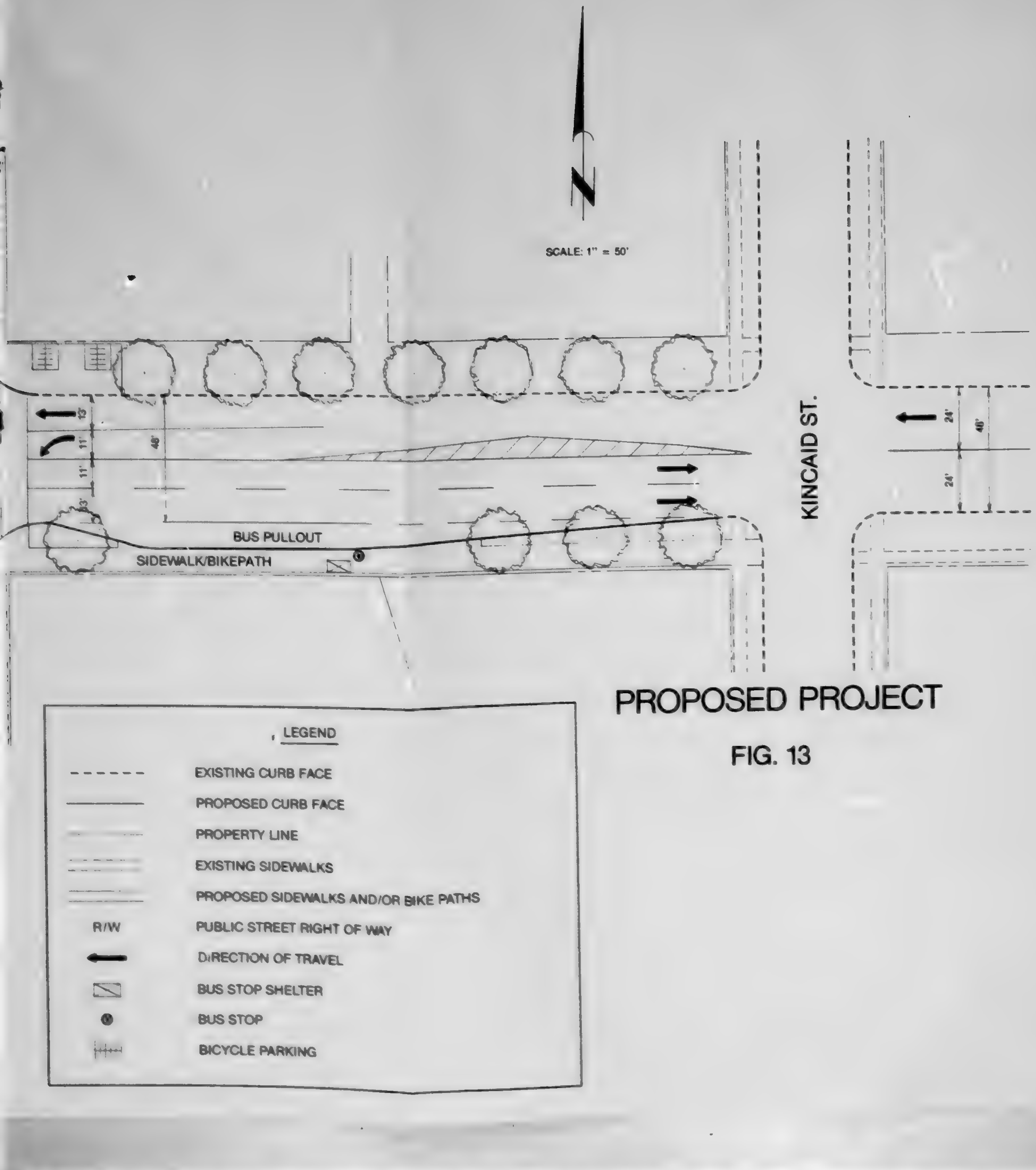

SCALE: 1" = 50'
N
BUS WAITING AREA
ALDER ST.
13'
12'
12'
11'
13'
61'
13'
11'
11'
13'
48'
BUS PULLOUT
SIDEWALK/BIKEPATH

PROPOSE

FI

LEGEND

- - - - -	EXISTING CURB FACE
———	PROPOSED CURB FACE
— · —	PROPERTY LINE
⚋⚋⚋	EXISTING SIDEWALKS
═══	PROPOSED SIDEWALKS AND/OR BIKE PATHS
R/W	PUBLIC STREET RIGHT OF WAY
←	DIRECTION OF TRAVEL
☒	BUS STOP SHELTER
⊗	BUS STOP
╫╫╫	BICYCLE PARKING

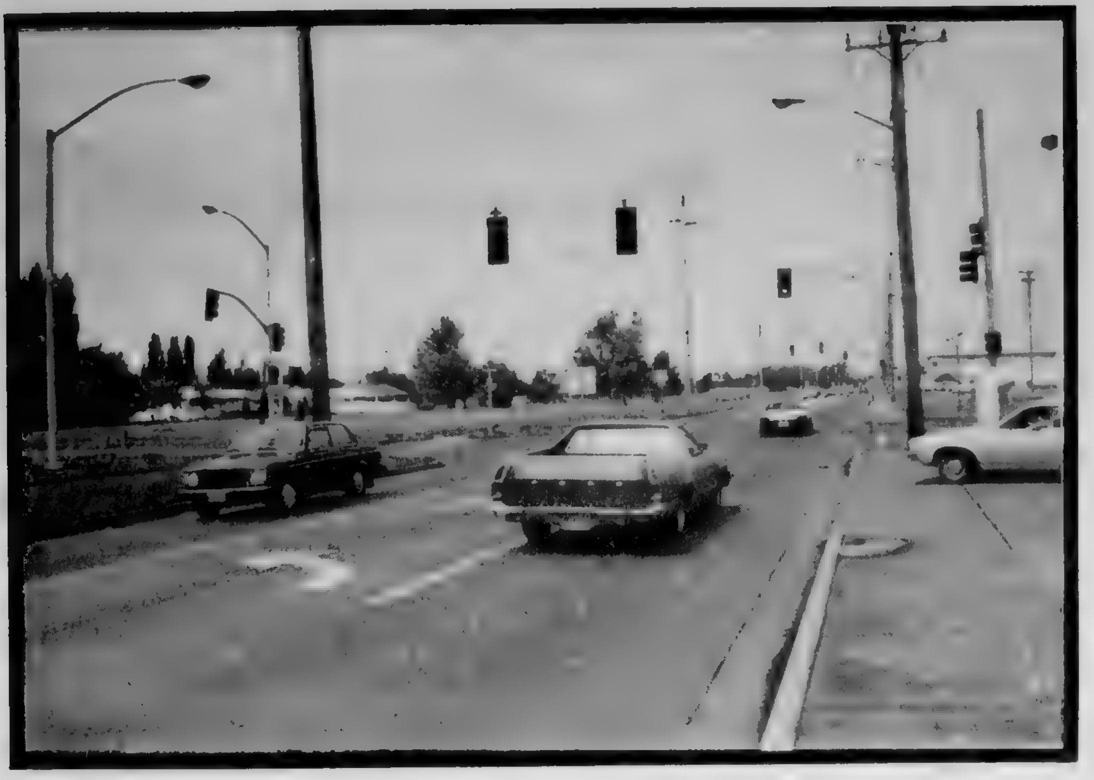

N
SCALE: 1" = 50'
KINCAID ST.
13'
11'
11'
13'
48'
24'
48'
24'
BUS PULLOUT
SIDEWALK/BIKEPATH
LEGEND
EXISTING CURB FACE
PROPOSED CURB FACE
PROPERTY LINE
EXISTING SIDEWALKS
PROPOSED SIDEWALKS AND/OR BIKE PATHS
R/W
PUBLIC STREET RIGHT OF WAY
DIRECTION OF TRAVEL
BUS STOP SHELTER
BUS STOP
BICYCLE PARKING

PROPOSED PROJECT

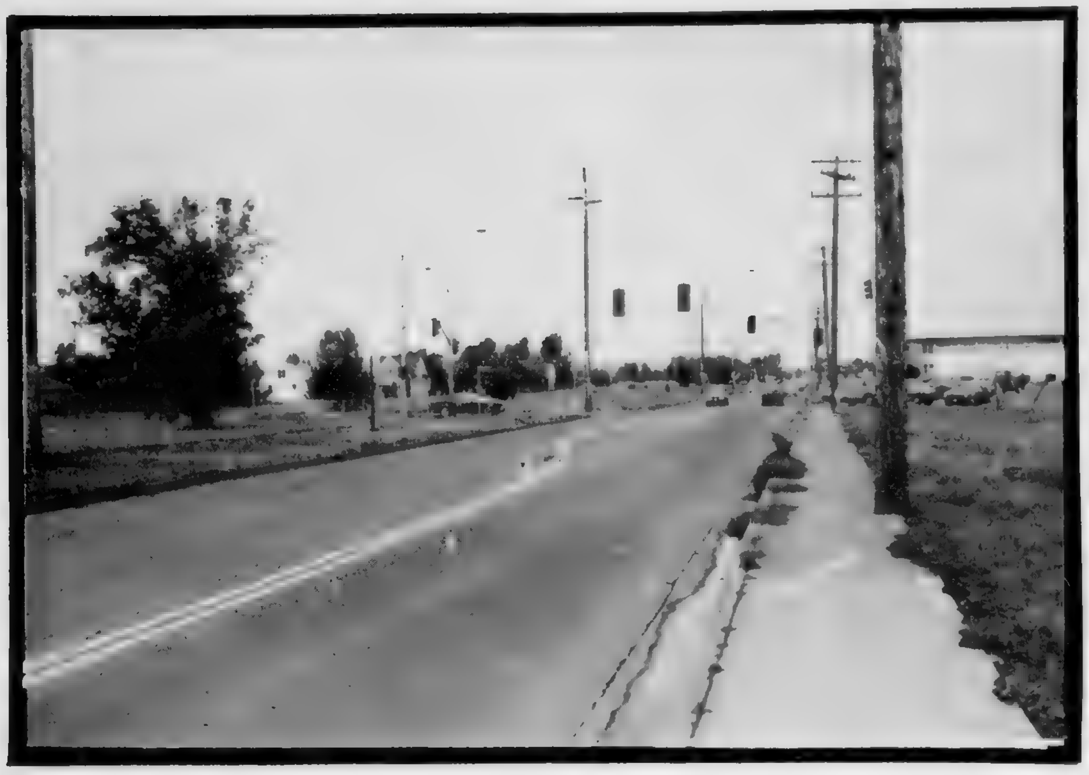
FIG. 13

See map pocket, back cover of report, for figure 14

FIG. 14



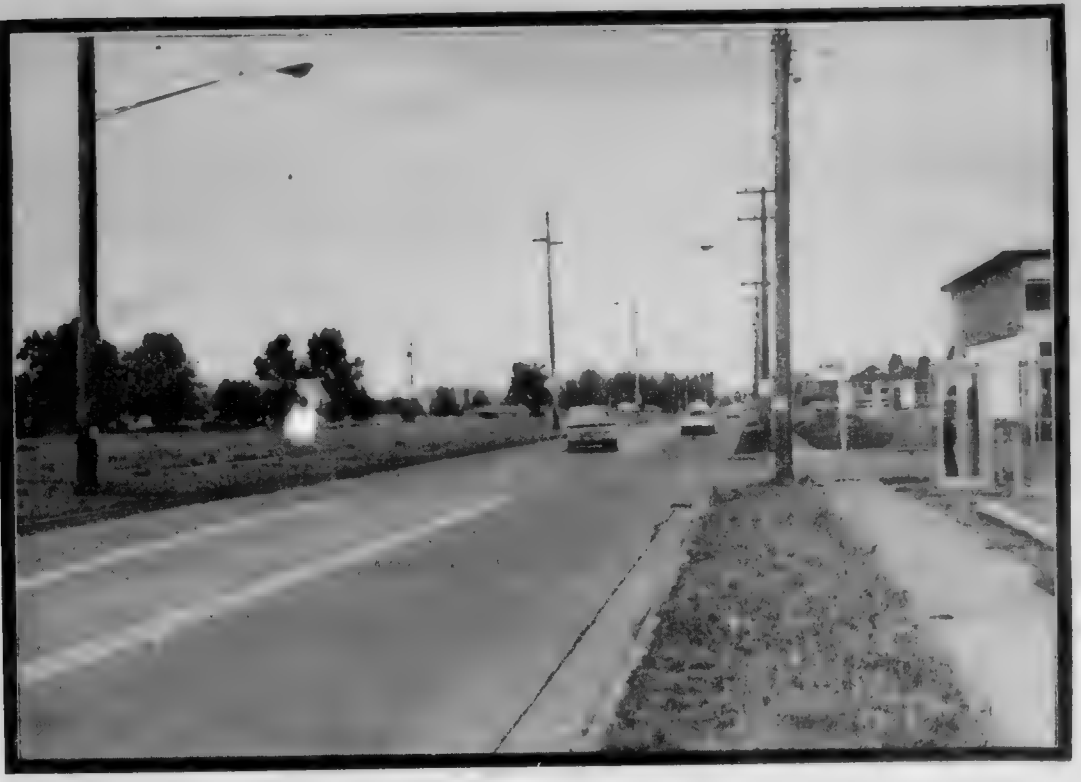
S. OF E. AMAZON



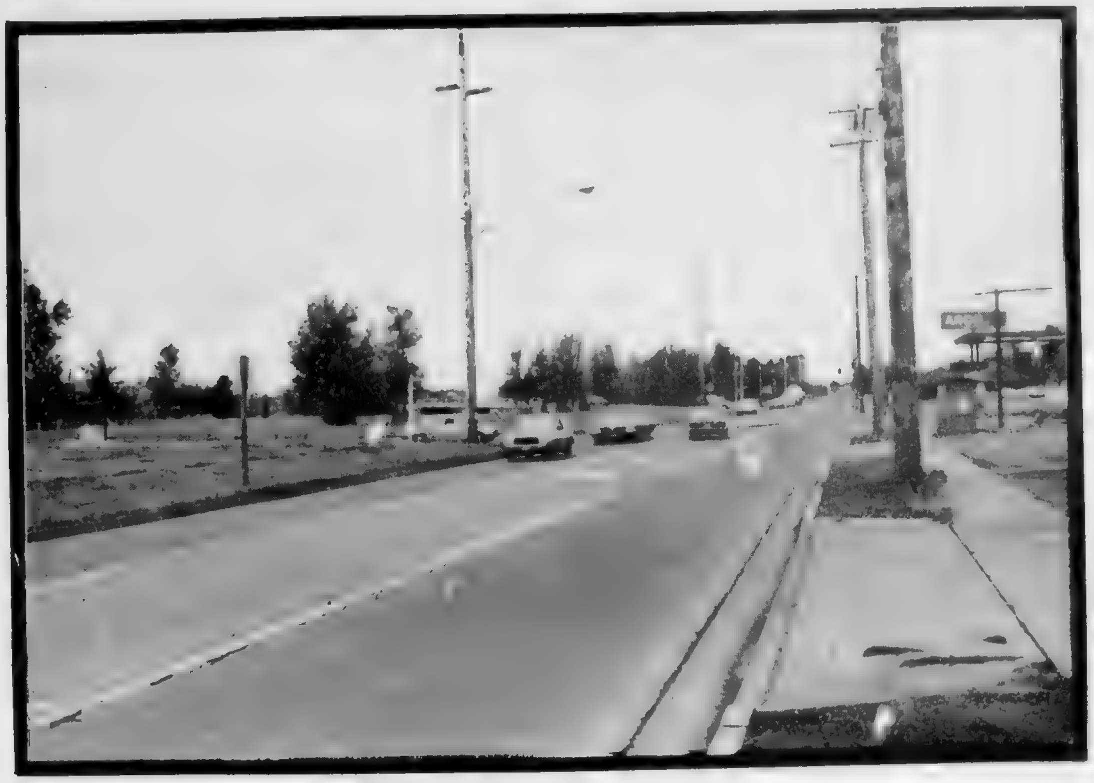
S. OF W. AMAZON

HILYARD ST. LOOKING NORTH

FIG. 15


c

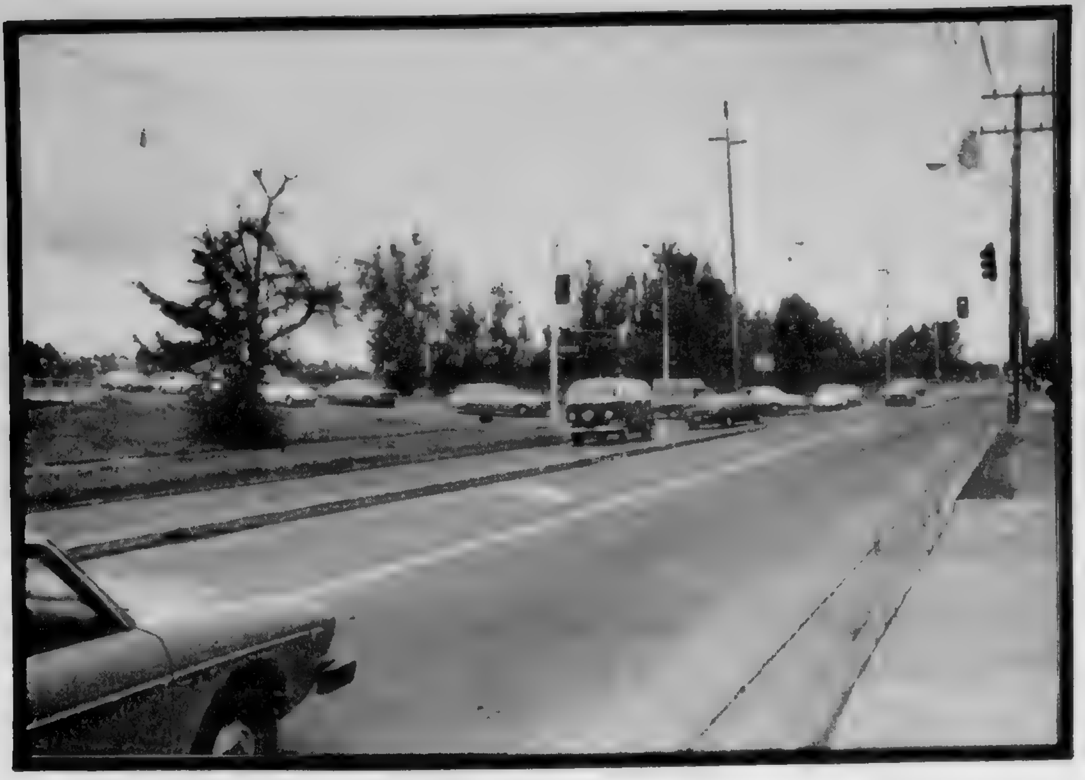
S. OF 32ND


d

S. OF 31ST

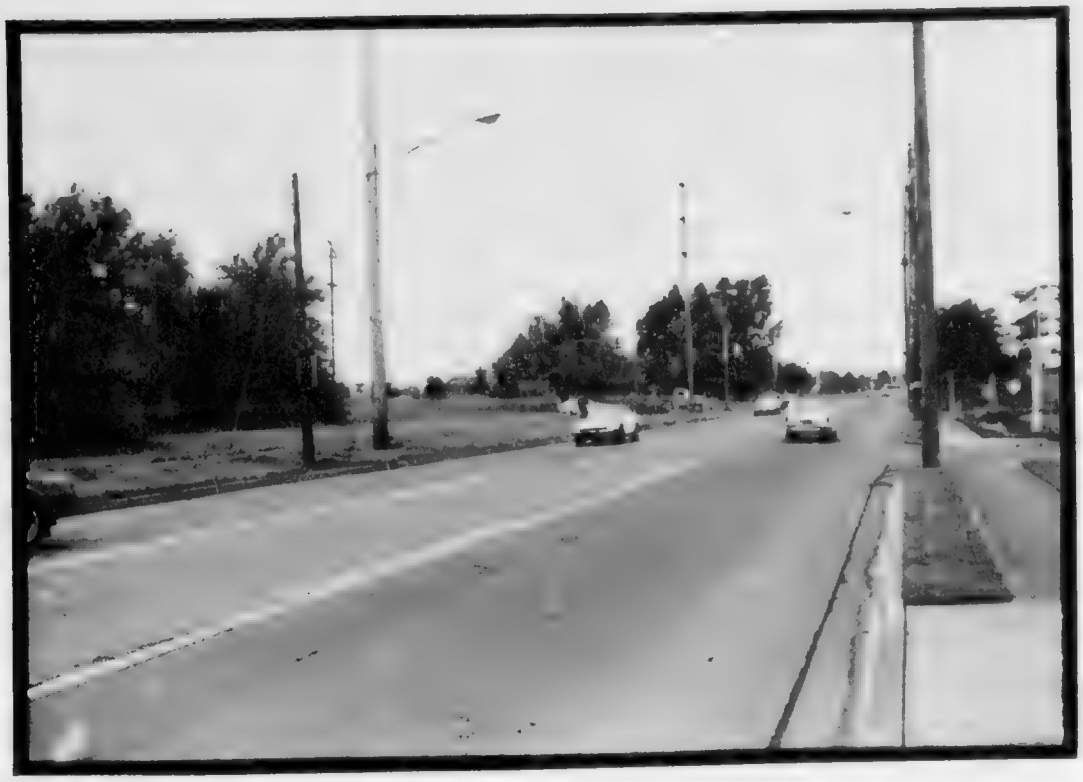
HILYARD ST. LOOKING NORTH

FIG. 15



e

S. OF 30TH

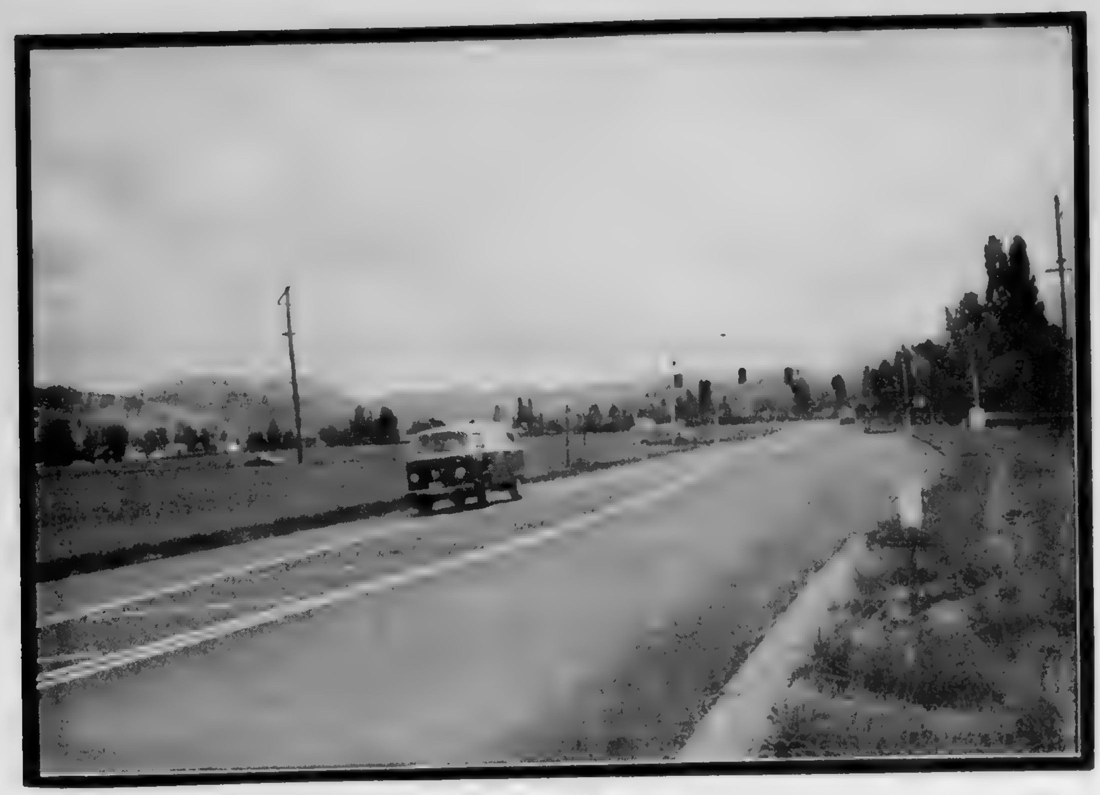


f

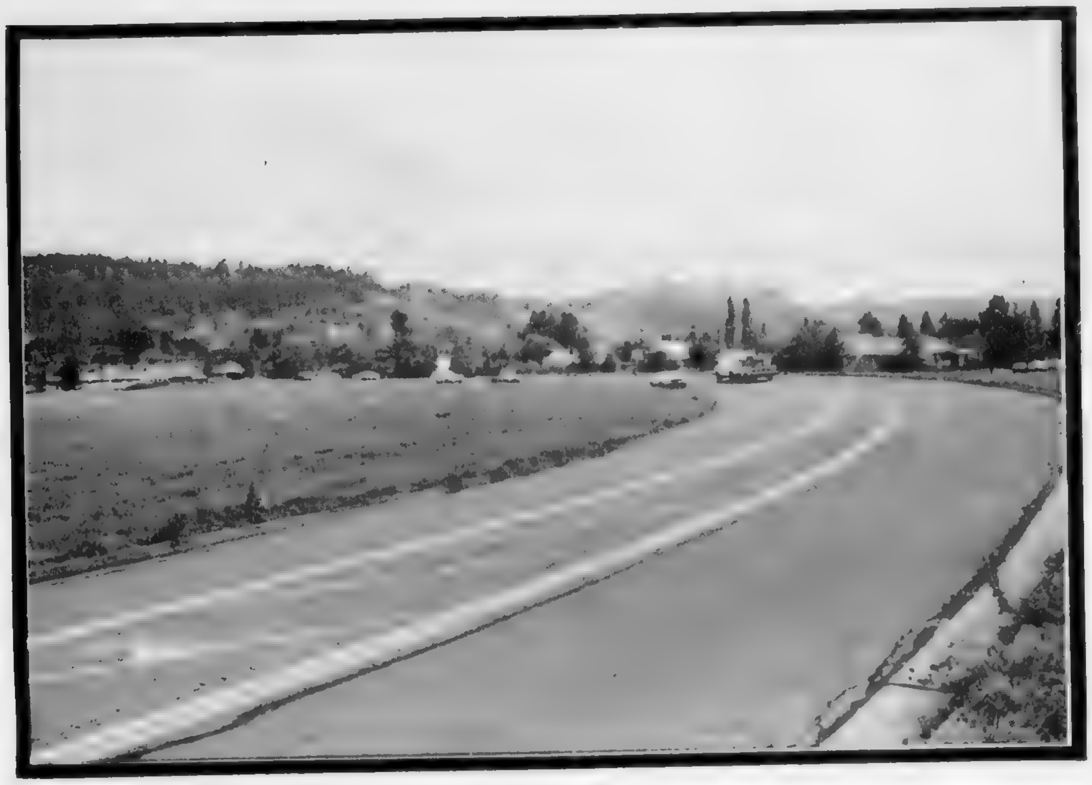
S. OF 29TH

HILYARD ST. LOOKING NORTH

FIG. 15


g

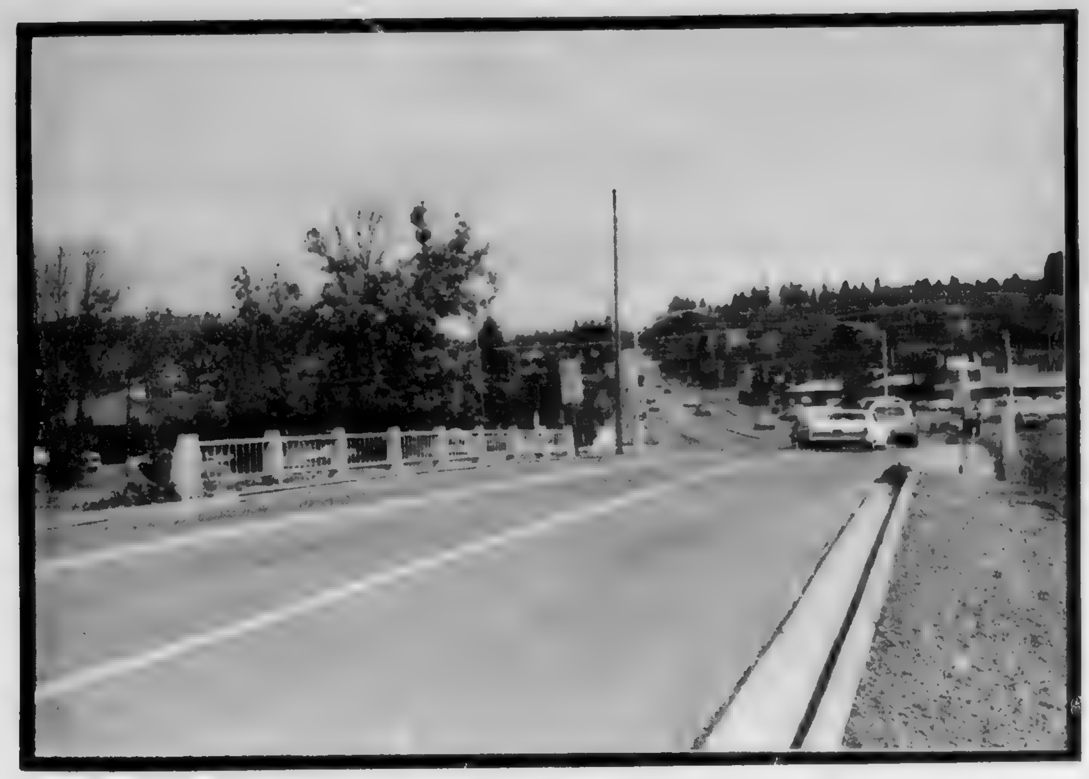
N. OF 29TH


h

S. OF 29TH

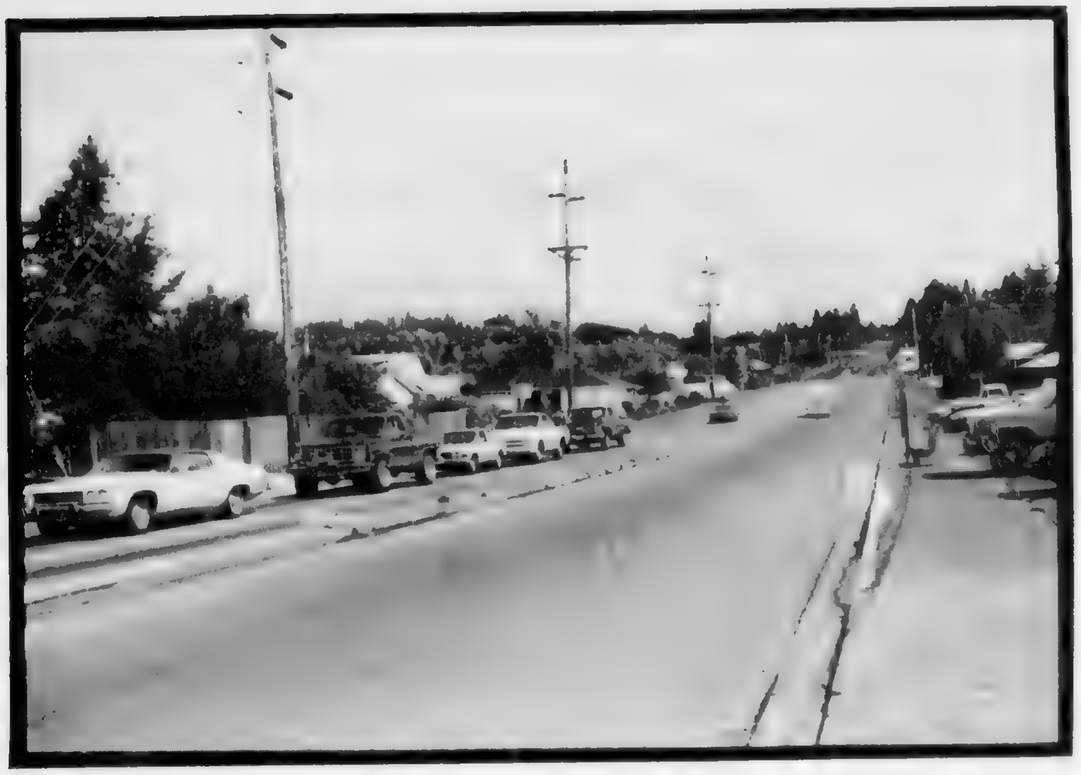
AMAZON PKWY. LOOKING SOUTH

FIG. 15



i

W. OF BRIDGE

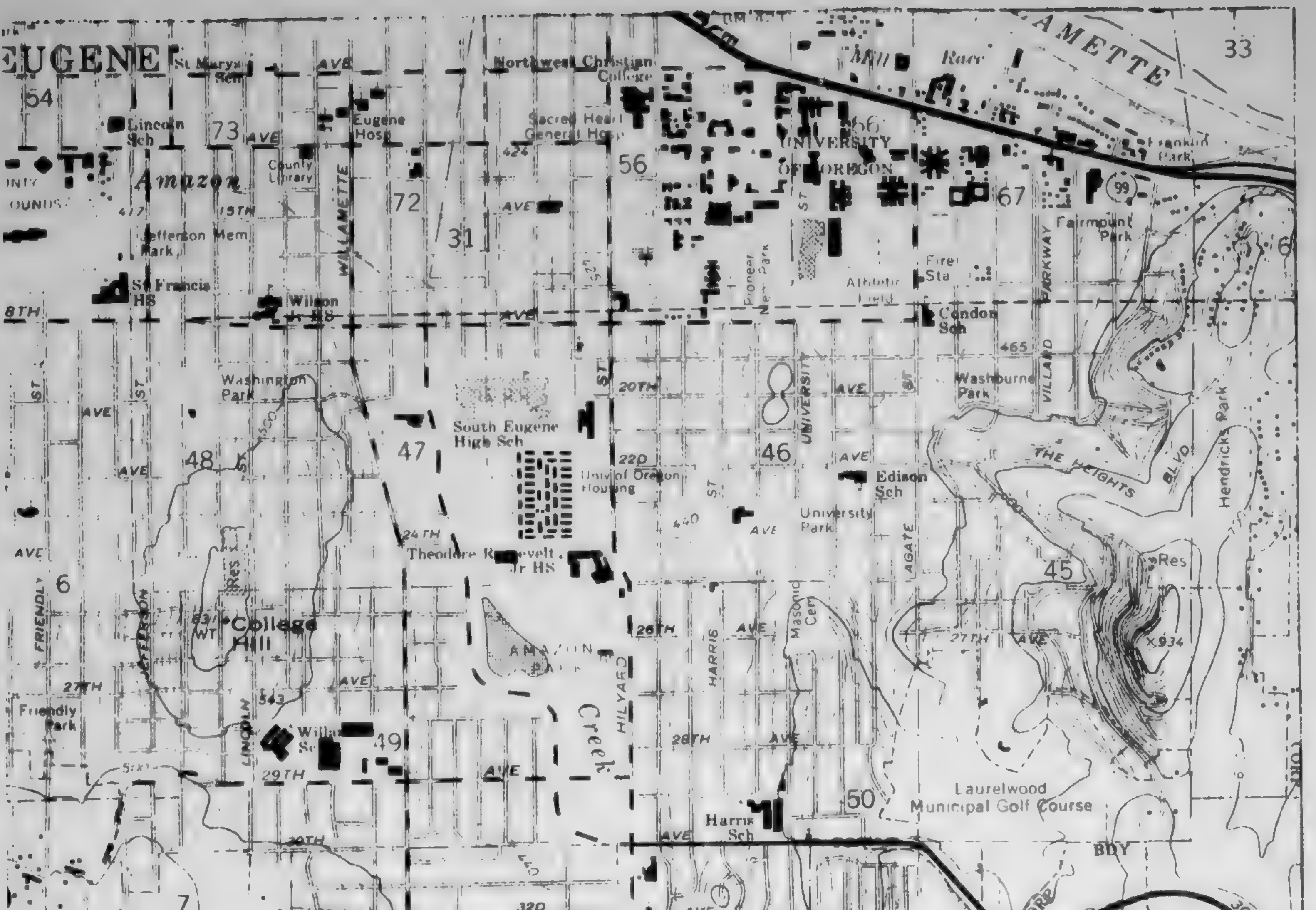


j

E. OF HILYARD

AMAZON PKWY./30TH LOOKING EAST

FIG. 15


EUGENE
St Marys Sch
Northwest Christian College
Lincoln Sch
Eugene Hosp
Sacred Heart General Hosp
UNIVERSITY OF OREGON
Mill Race
WILLAMETTE
Franklin Park
Amazon
County Library
Fairmount Park
Jefferson Mem Park
St Francis HS
Wilson Jr HS
Pioneer Park
Athletic Field
Fire Sta
Condon Sch
Washington Park
South Eugene High Sch
Univ of Oregon Housing
Washburne Park
THE HEIGHTS BLVD
Hendricks Park
Edison Sch
University Park
Theodore Roosevelt Jr HS
College Hill
Amazon Park
Masonic Cem
Res
Friendly Park
Willard Sch
Creek
HILYARD
Harris Sch
Laurelwood Municipal Golf Course
CORP BDY
30TH
CREST DR
Fire Sta
Dunn Sch
Childrens Hosp Sch
Milton Park
Reservoir
Parker Sch
Gaging Sta
Kincaid Park
Water Tank
Resthaven Memorial Park (Cem)
Spencer Butte Jr HS
Edgewood Sch
Edgewood Park
HOLLOW
Sunset Hills Memorial Gardens (Cem)
Reservoir
Radio Facility (KBMC)
Skyline Park
DILLARD RD
Kinney Park
SOUTH WILLAMETTE ST
33
54
73
56
66
67
72
31
48
47
46
45
6
49
50
7
51
9
52
37
16
53
N

TOPOGRAPHY OF PROJECT AREA

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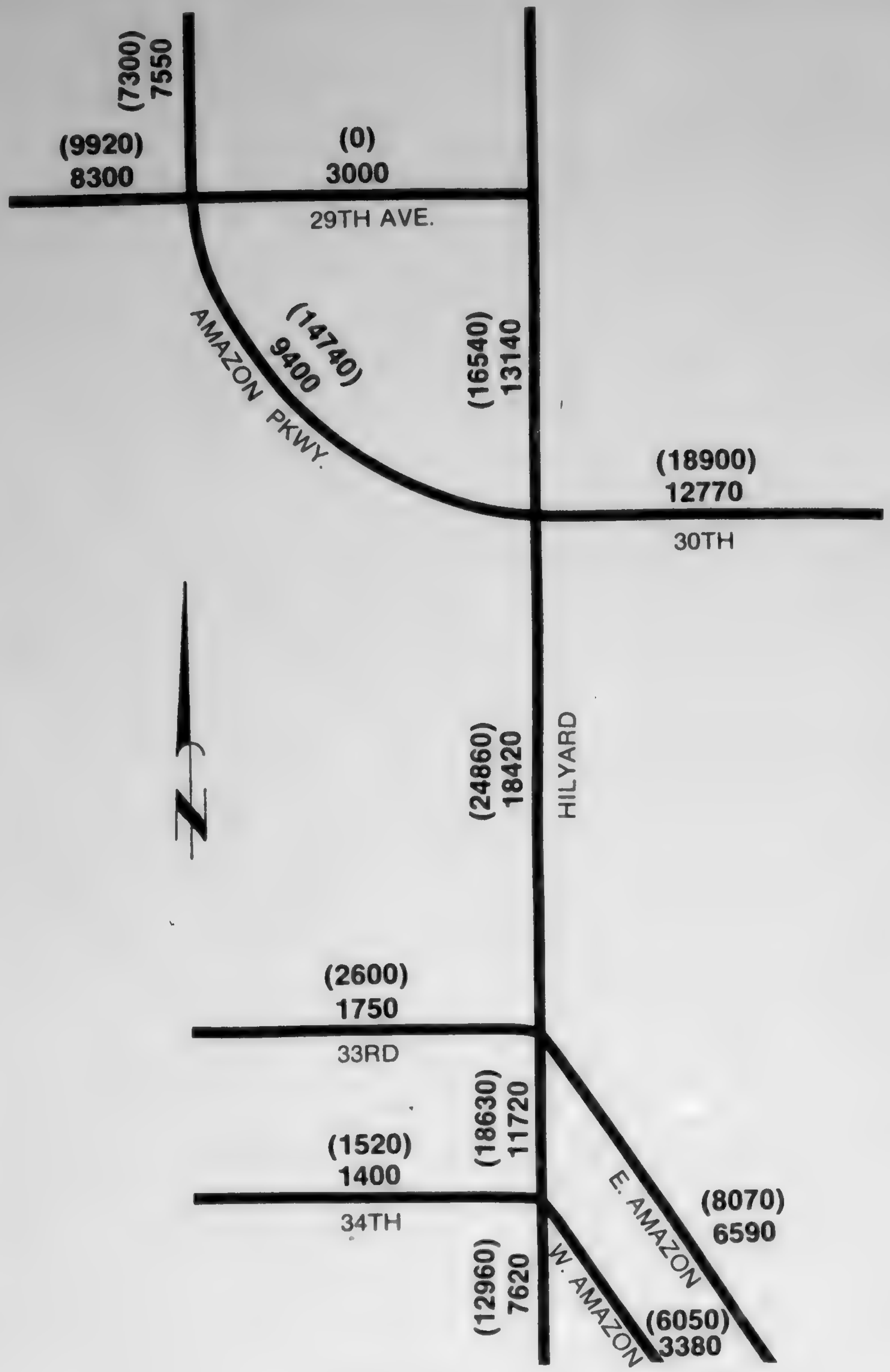
FIG. 16


(7300)
7550
(9920)
8300
(0)
3000
29TH AVE.
AMAZON PKWY.
(14740)
9400
(16540)
13140
(18900)
12770
30TH
N
(24860)
18420
HILYARD
(2600)
1750
33RD
(18630)
11720
(1520)
1400
34TH
E. AMAZON
(8070)
6590
(12960)
7620
W. AMAZON
(6050)
3380

TRAFFIC VOLUMES

AVERAGE WEEKDAY VOLUMES

1978 COUNTS

(2000 ESTIMATES)

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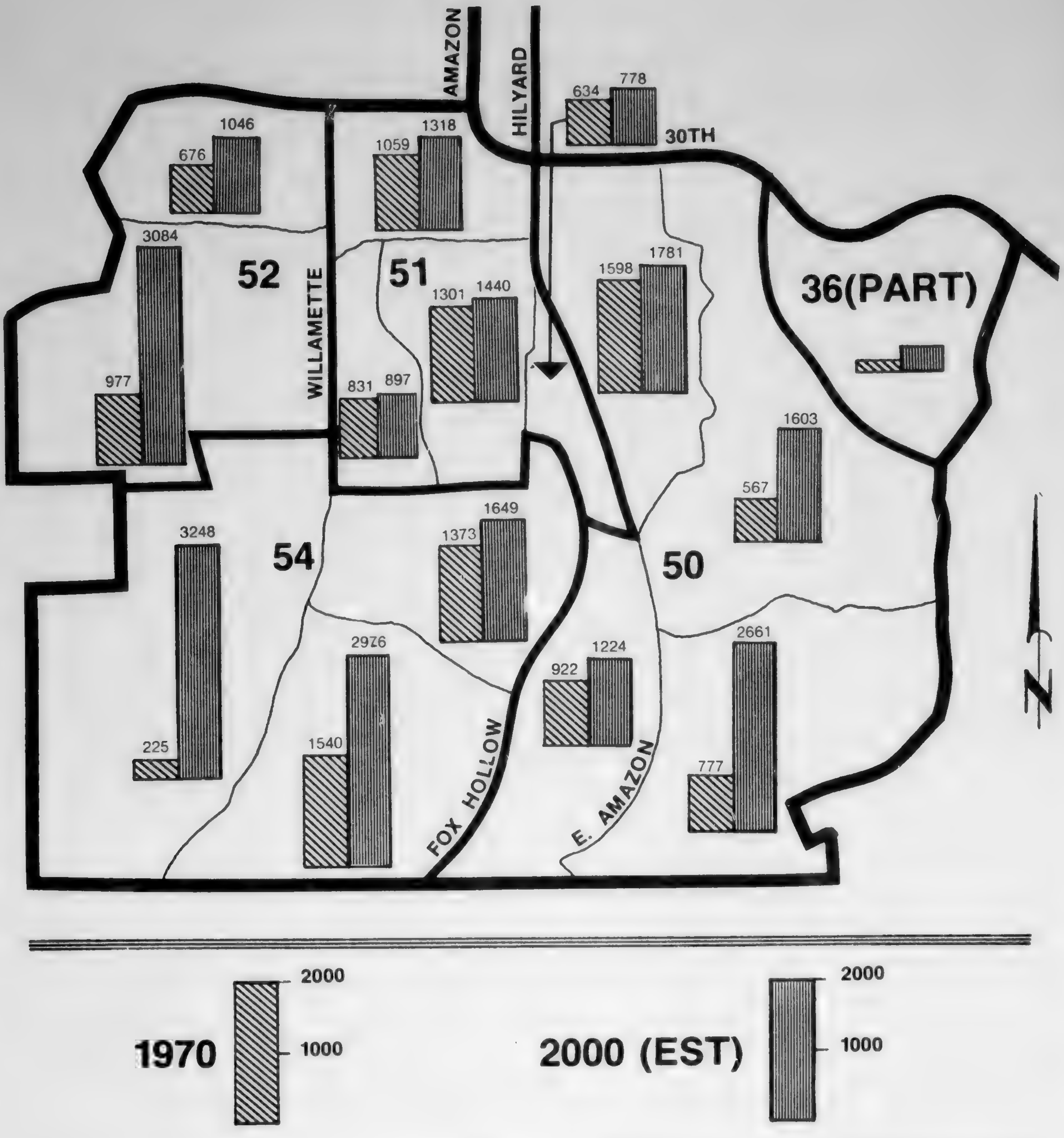
FIG. 17


AMAZON
HILYARD
30TH
WILLAMETTE
FOX HOLLOW
E. AMAZON
52
51
54
50
36(PART)
676
1046
1059
1318
634
778
3084
977
1301
1440
831
897
1598
1781
567
1603
3248
225
1373
1649
2976
1540
922
1224
2661
777
1970
2000
1000
2000 (EST)
2000
1000

SE EUGENE POPULATION GROWTH

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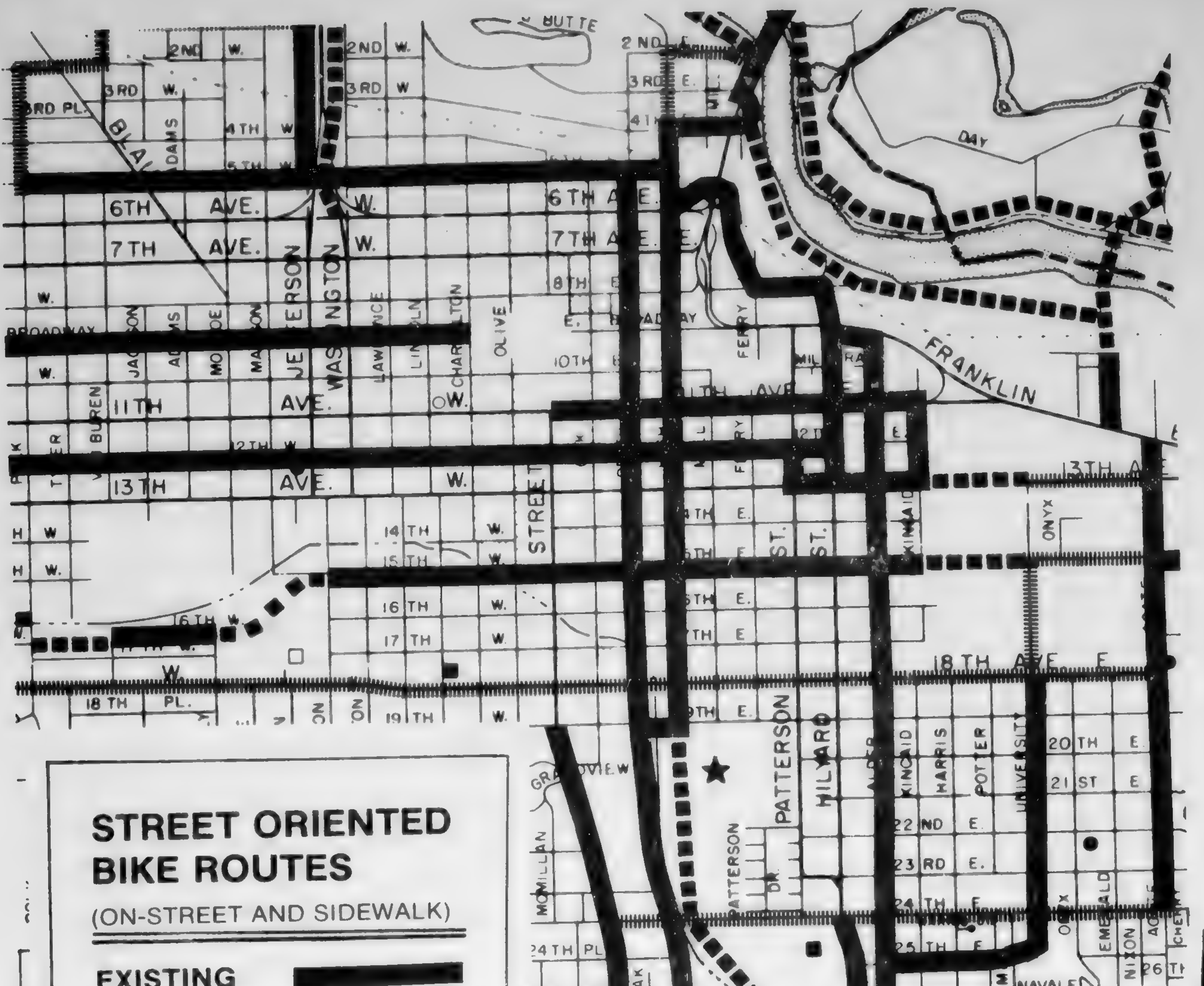
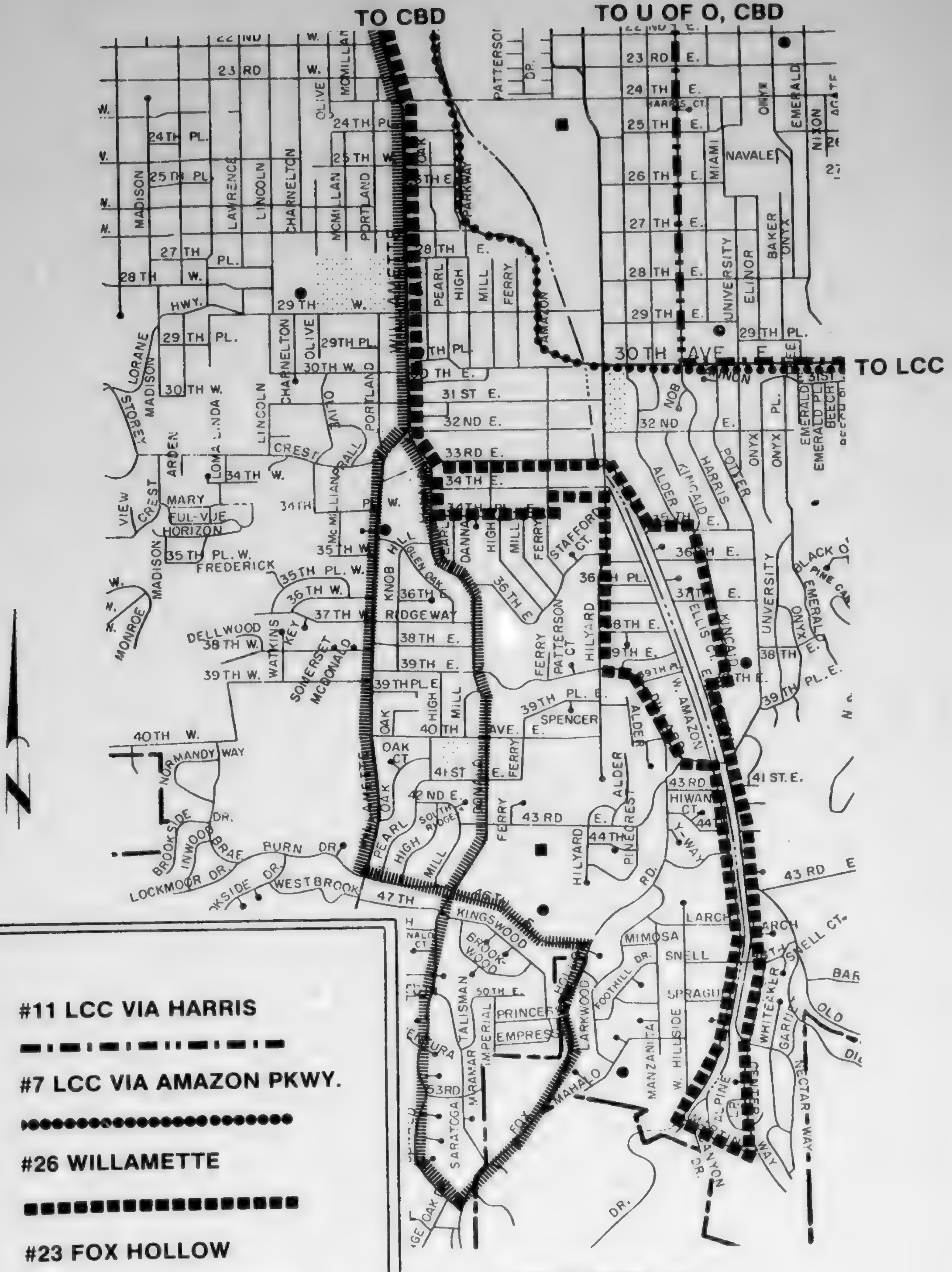
FIG. 18


STREET ORIENTED BIKE ROUTES
(ON-STREET AND SIDEWALK)
EXISTING
PROPOSED
PARK ORIENTED BIKE PATHS
(OFF-STREET)
EXISTING
PROPOSED
9/78
BUTTE
2ND W.
3RD W.
3RD PL.
4TH W.
6TH AVE.
7TH AVE.
BROADWAY
11TH AVE.
13TH AVE.
14TH W.
16TH W.
17TH W.
18TH AVE. E.
18TH PL.
19TH W.
FRANKLIN
DAY
JEFFERSON
WASHINGTON
CHARNELTON
OLIVE
LAWRENCE
LINCOLN
ADAMS
MONROE
VAN BUREN
STREET
FERRY
MILL
HIGH
PEARL
OAK
PATTERSON
HILYARD
ALDER
KINCAID
HARRIS
POTTER
UNIVERSITY
ONYX
EMERALD
AGATE
NIXON
CHETCO
ELINOR
BAKER
MIAMI
NAVALE
GRANDVIEW
McMILLAN
PORTLAND
WILLAMETTE
AMAZON
McLEAN
RIENDLY
29TH PL.
30TH AVE. E.
CANNON
31ST E.
32ND E.
34TH E.
34TH PL.
STAFFORD
RIDGEWAY
38TH E.
39TH E.
39TH PL. E.
SOMERSET
McDONALD
BLACK OAK
PINE CANYON
SHASTA
BLANTON
N

EUGENE AREA BIKEWAYS

FIG. 19


TO CBD
TO U OF O, CBD
TO LCC
23 RD
24TH PL.
25TH PL.
27 TH
28 TH
29 TH
HWY.
MADISON
LAWRENCE
LINCOLN
CHARNELTON
OLIVE
MCMILLAN
PORTLAND
WILLAMETTE
PEARL
HIGH
MILL
FERRY
PARKWAY
AMAZON
PATTERSON DR.
HARRIS CT.
UNIVERSITY
ELINOR
BAKER
ONYX
EMERALD
NIXON
AGATE
MIAMI
NAVALE
30TH AVE. E.
31 ST E.
32 ND E.
33RD E.
34TH E.
CREST
LORANE
STOREY
ARDEN
LOMA LINDA
VIEW CREST
MARY
FUL-VUE
HORIZON
FREDERICK
MONROE
DELLWOOD
WATKINS
KEY
SOMERSET
MCDONALD
KNOB HILL
GLEN OAK
RIDGEWAY
DANNA
STAFFORD CT.
PATTERSON CT.
HILYARD
ALDER
KINCAID
POTTER
NOB
ELLIS CT.
BLACK OAK
PINE CANYON
36TH E.
37TH E.
38TH E.
39TH E.
39TH PL. E.
40TH AVE. E.
41 ST E.
42 ND E.
43 RD E.
44TH
SPENCER
W. AMAZON
OAK CT.
SOUTH RIDGE
NORMANDY WAY
BROOKSIDE DR.
INWOOD
BRAE BURN DR.
LOCKMOOR DR.
WESTBROOK
47 TH
46TH
KINGSWOOD
BROOKWOOD
HIWAN CT.
Y-WAY
PINECREST
RD.
LARCH
MIMOSA
SNELL
SNELL CT.
FOOTHILL DR.
SPRAGUE
HILLSIDE
W. HILLSIDE
MANZANITA
LARKWOOD
PRINCESS
EMPRESS
TALISMAN
IMPERIAL
MIRAMAR
SARATOGA
50TH E.
53RD
FOX HOLLOW
MAHALO
ALPINE
CENTER WAY
WHITEAKER
GARNET
NECTAR WAY
CANYON DR.
OLD
OAK
DR.

#11 LCC VIA HARRIS

▬ · ▬ · ▬ · ▬ · ▬

#7 LCC VIA AMAZON PKWY.

●●●●●●●●●●●●●●●●●●

#26 WILLAMETTE

■■■■■■■■■■■■■■■

#23 FOX HOLLOW

||||||||||||||||||||||||||||||||||||||||

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EXISTING TRANSIT ROUTES

FIG. 20

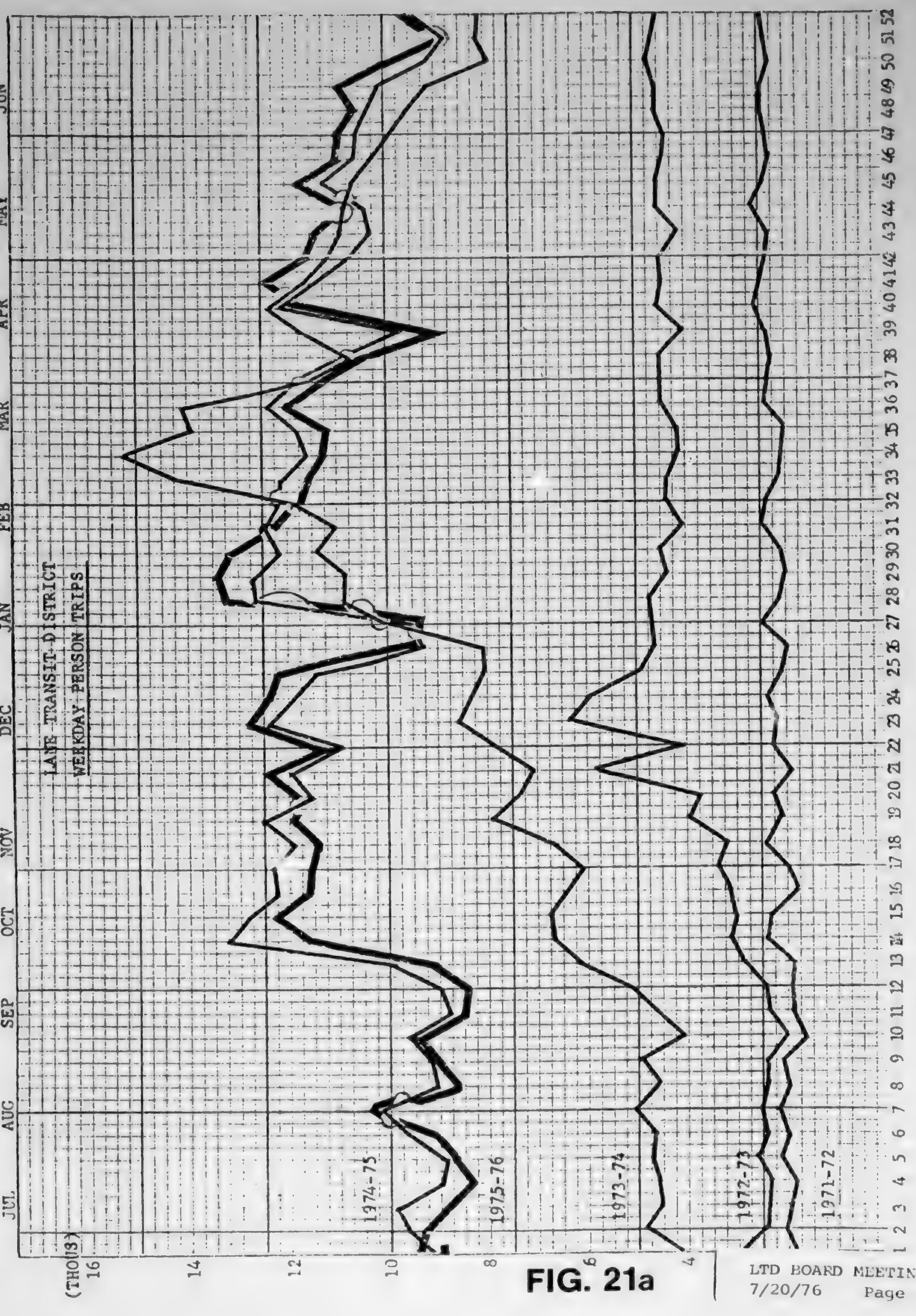
LANE TRANSIT DISTRICT
WEEKDAY PERSON TRIPS
(THOUS)
16
14
12
10
8
6
4
JUL.
AUG
SEP
OCT
NOV
DEC
JAN
FEB
MAR
APR
MAY
JUN
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52
1974-75
1975-76
1973-74
1972-73
1971-72

FIG. 21a

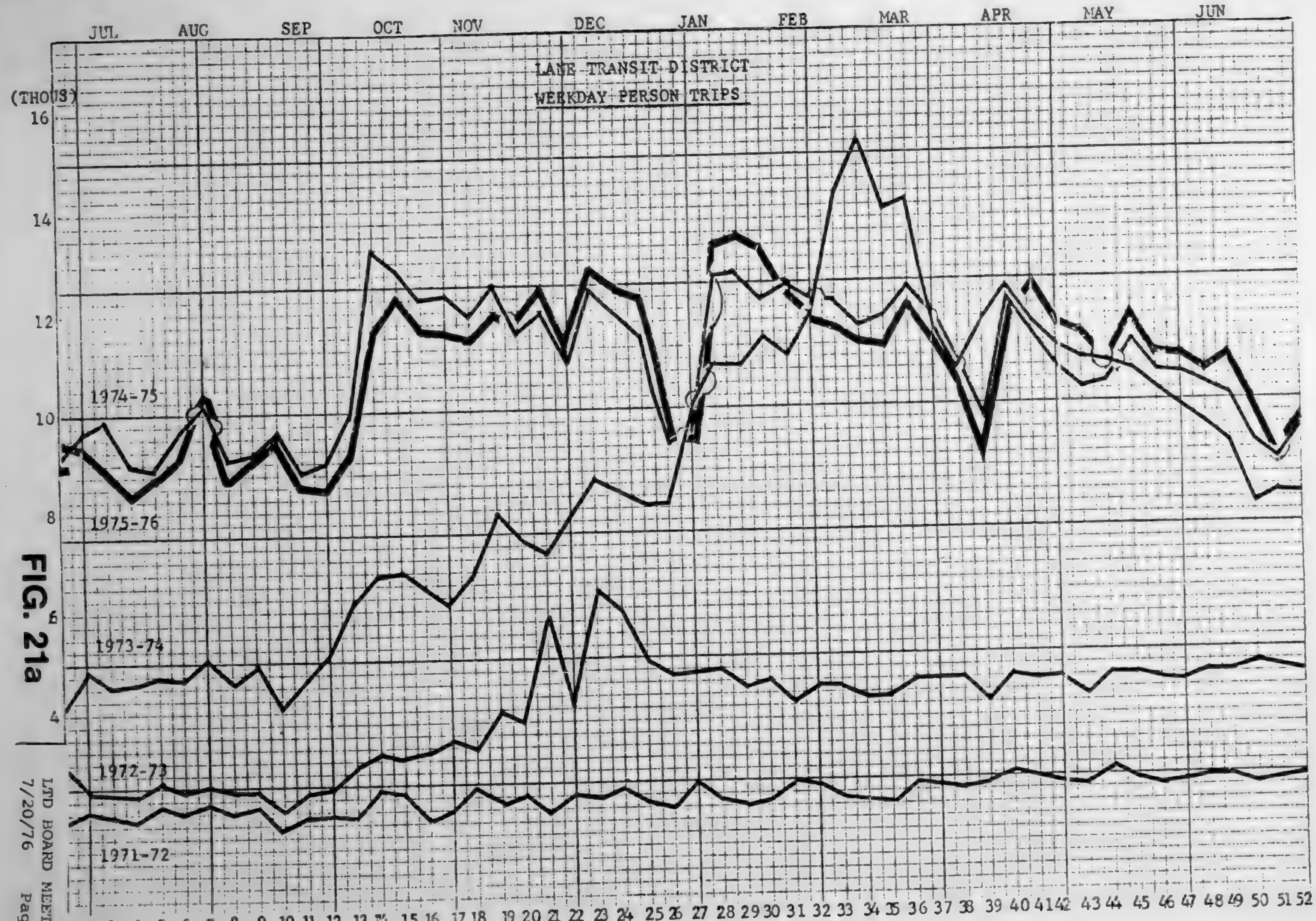
LANE TRANSIT DISTRICT
WEEKDAY PERSON TRIPS
(THOUS)
16
14
12
10
8
6
4
JUL
AUG
SEP
OCT
NOV
DEC
JAN
FEB
MAR
APR
MAY
JUN
1974-75
1975-76
1973-74
1972-73
1971-72
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52

FIG. 21a

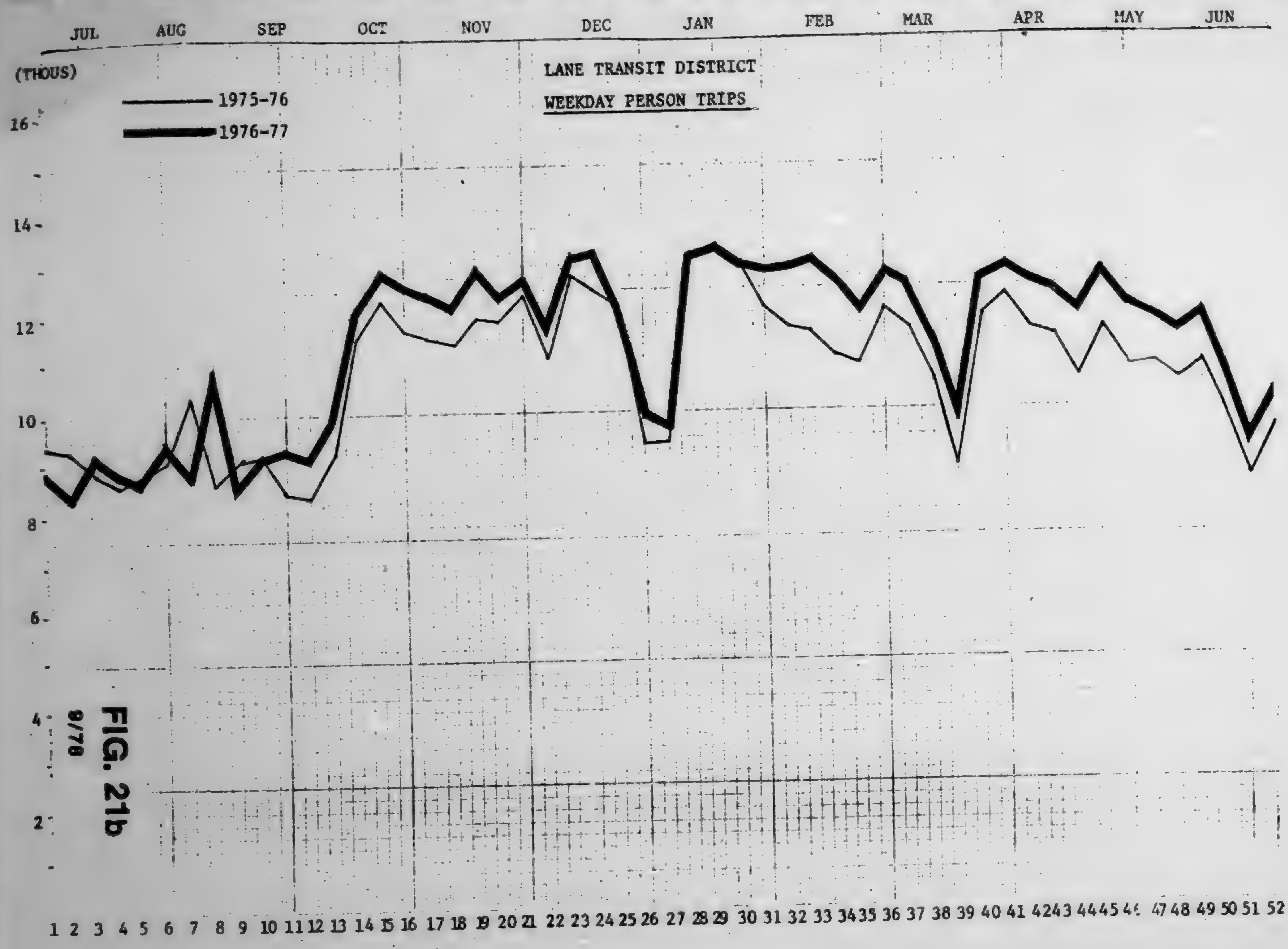
LANE TRANSIT DISTRICT
WEEKDAY PERSON TRIPS

FIG. 21b
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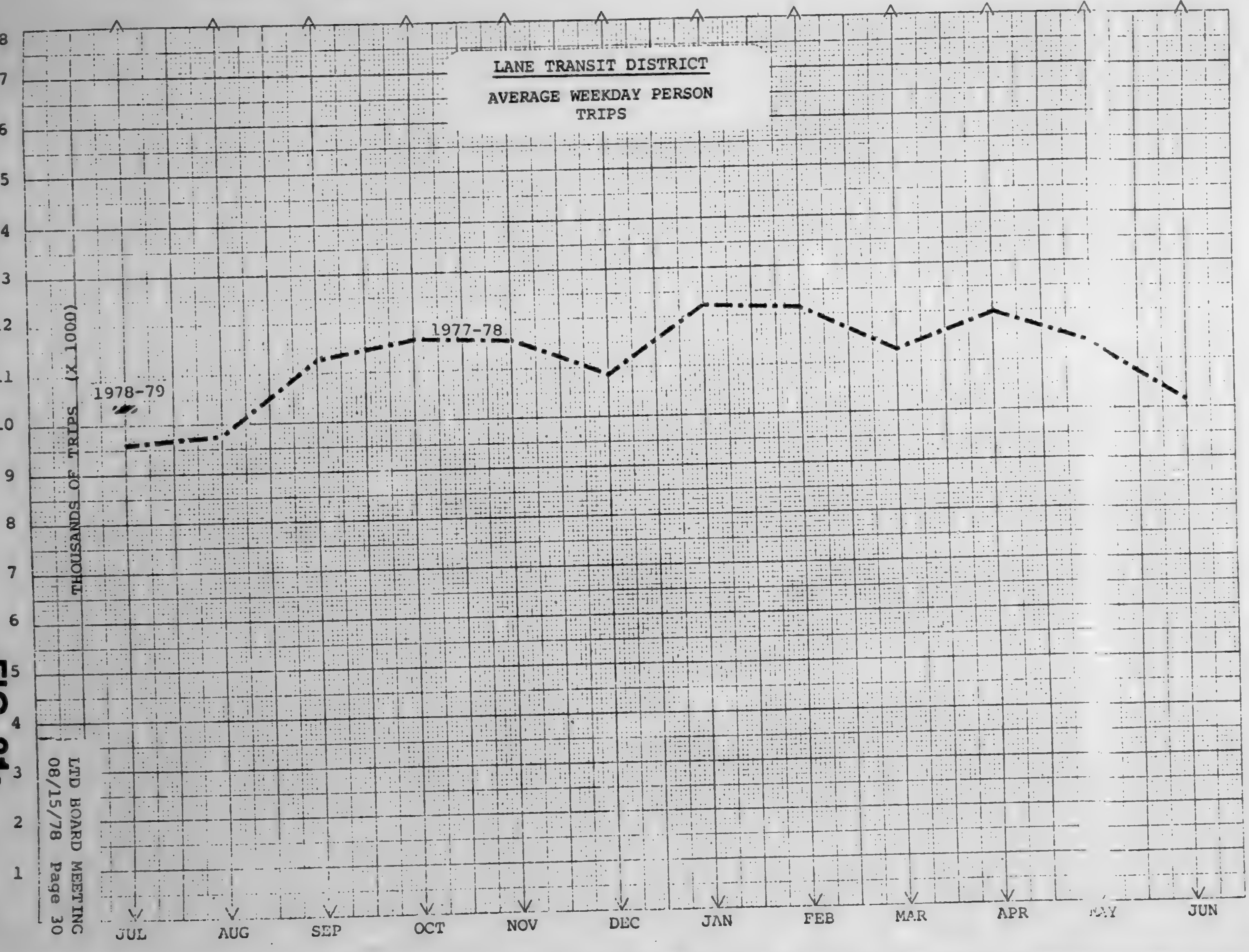
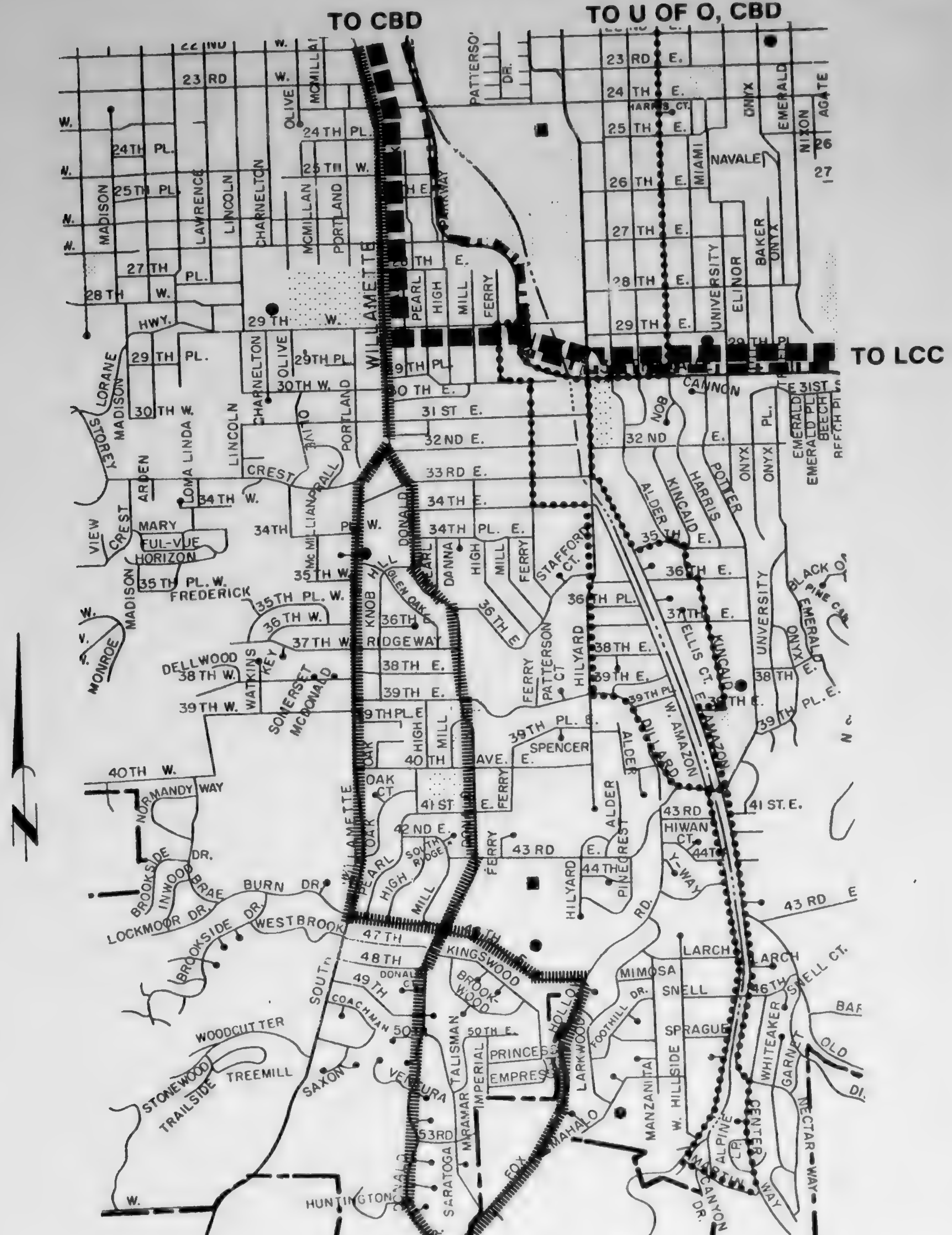


LANE TRANSIT DISTRICT

AVERAGE WEEKDAY PERSON TRIPS

FIG. 21c


TO CBD
TO U OF O, CBD
TO LCC
23 RD
24TH PL.
25TH PL.
27TH PL.
28TH W.
29TH W.
29TH PL.
30TH W.
31 ST E.
32ND E.
33RD E.
34TH E.
35TH PL. W.
36TH W.
37TH W.
RIDGEWAY
38TH E.
39TH E.
40TH W.
41 ST E.
42 ND E.
43 RD E.
47TH
48TH
49TH
50TH E.
53RD
WILLAMETTE
MADISON
LAWRENCE
LINCOLN
CHARNELTON
OLIVE
MCMILLAN
PORTLAND
PEARL
HIGH
MILL
FERRY
PATTERSON
HILYARD
ALDER
KINCAID
HARRIS
POTTER
UNIVERSITY
ELINOR
BAKER
ONYX
EMERALD
AGATE
NIXON
MIAMI
NAVALE
CANNON
AMAZON
DILLARD
DONALD
KNOB HILL
GLEN OAK
SPENCER
STAFFORD CT.
LORANE
STOREY
VIEW CREST
ARDEN
LOMA LINDA
MARY
FUL-VUE
HORIZON
FREDERICK
MONROE
DELLWOOD
WATKINS
KEY
SOMERSET
MCDONALD
NORMANDY WAY
BROOKSIDE DR.
INWOOD
BRAE BURN DR.
LOCKMOOR DR.
WESTBROOK
KINGSWOOD
BROOKWOOD
COACHMAN
WOODCUTTER
STONEWOOD
TRAILSIDE
TREEMILL
SAXON
VENTURA
TALISMAN
IMPERIAL
PRINCESS
EMPRESS
MIRAMAR
SARATOGA
HUNTINGTON
FOXTAIL DR
FOX
MAHALO
LARKWOOD
FOOTHILL DR.
MIMOSA
SNELL
SPRAGUE
MANZANITA
W. HILLSIDE
LARCH
WHITEAKER
GARNET
ALPINE
CENTER
CANYON DR.
NECTAR WAY
HIWAN CT.
Y-WAY
PINECREST
ELLIS CT.
BLACK OAK
PINE CANYON
BEECH

POTENTIAL FUTURE TRANSIT ROUTES

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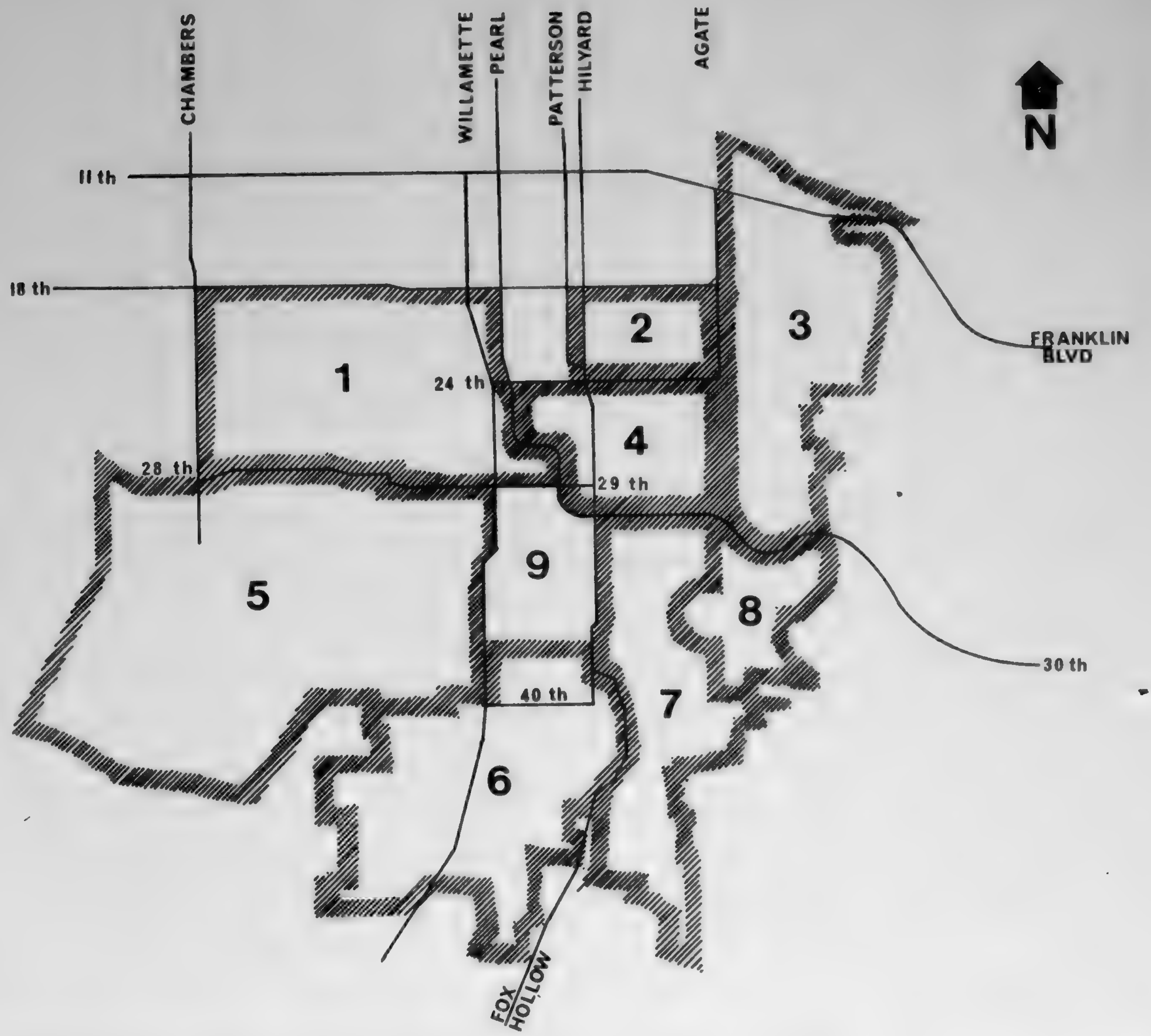
FIG. 22


CHAMBERS
WILLAMETTE
PEARL
PATTERSON
HILYARD
AGATE
N
11th
18 th
24 th
28 th
29 th
30 th
40 th
FRANKLIN BLVD
FOX HOLLOW
1
2
3
4
5
6
7
8
9

1 FRIENDLY AREA NEIGHBORS
2 SOUTH UNIVERSITY NEIGHBORHOOD ASSN.
3 FAIRMOUNT NEIGHBORS
4 AMAZON NEIGHBORS
5 CREST DRIVE CITIZENS ASSN.
6 SOUTH HILLS NEIGHBORHOOD ASSN.
7 SOUTHEAST FIRS ASSN.
8 OAK HILLS HOMEOWNERS ASSN.
9 DUNN AREA NEIGHBORS

Neighborhood Groups in South Eugene

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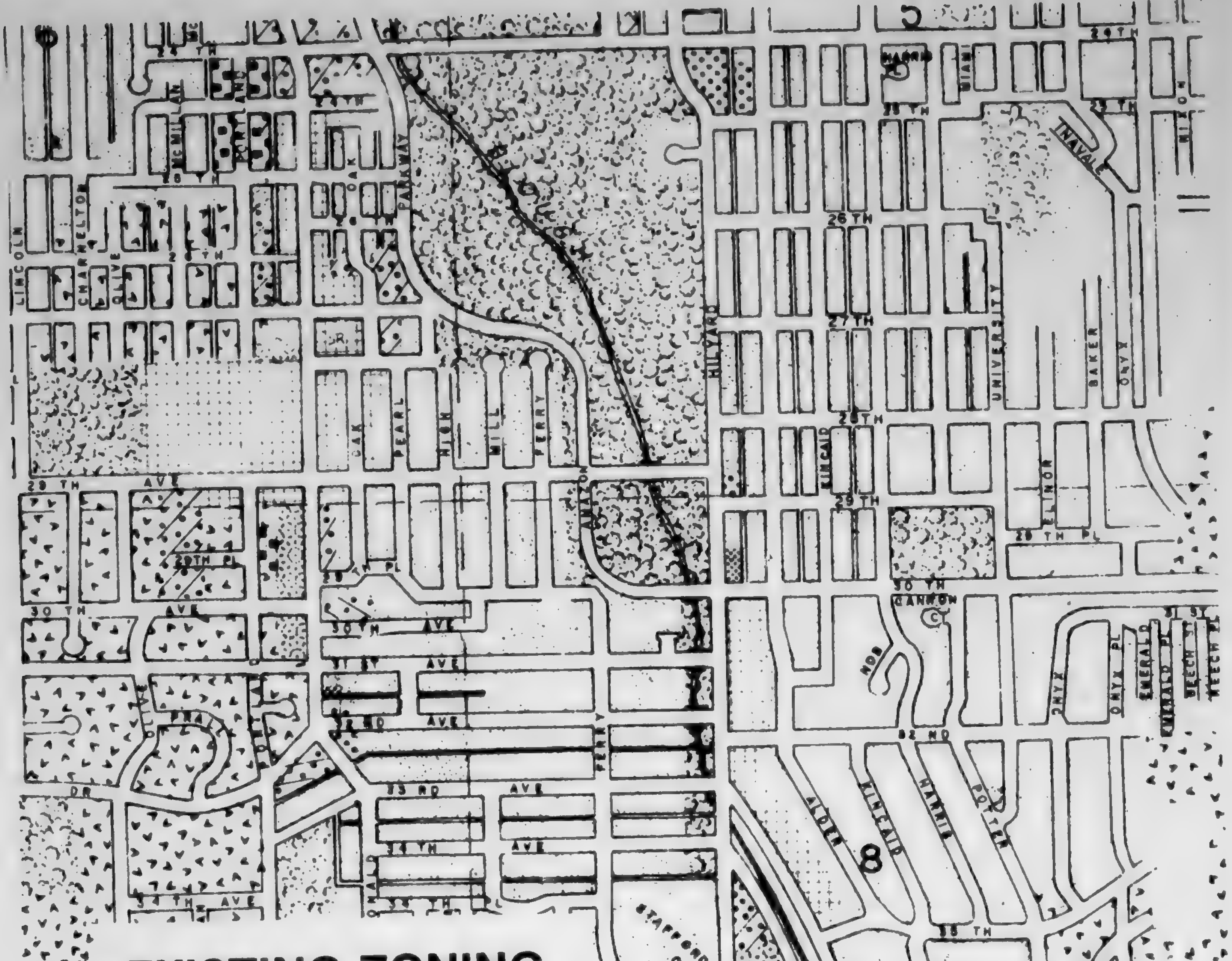
FIG. 23

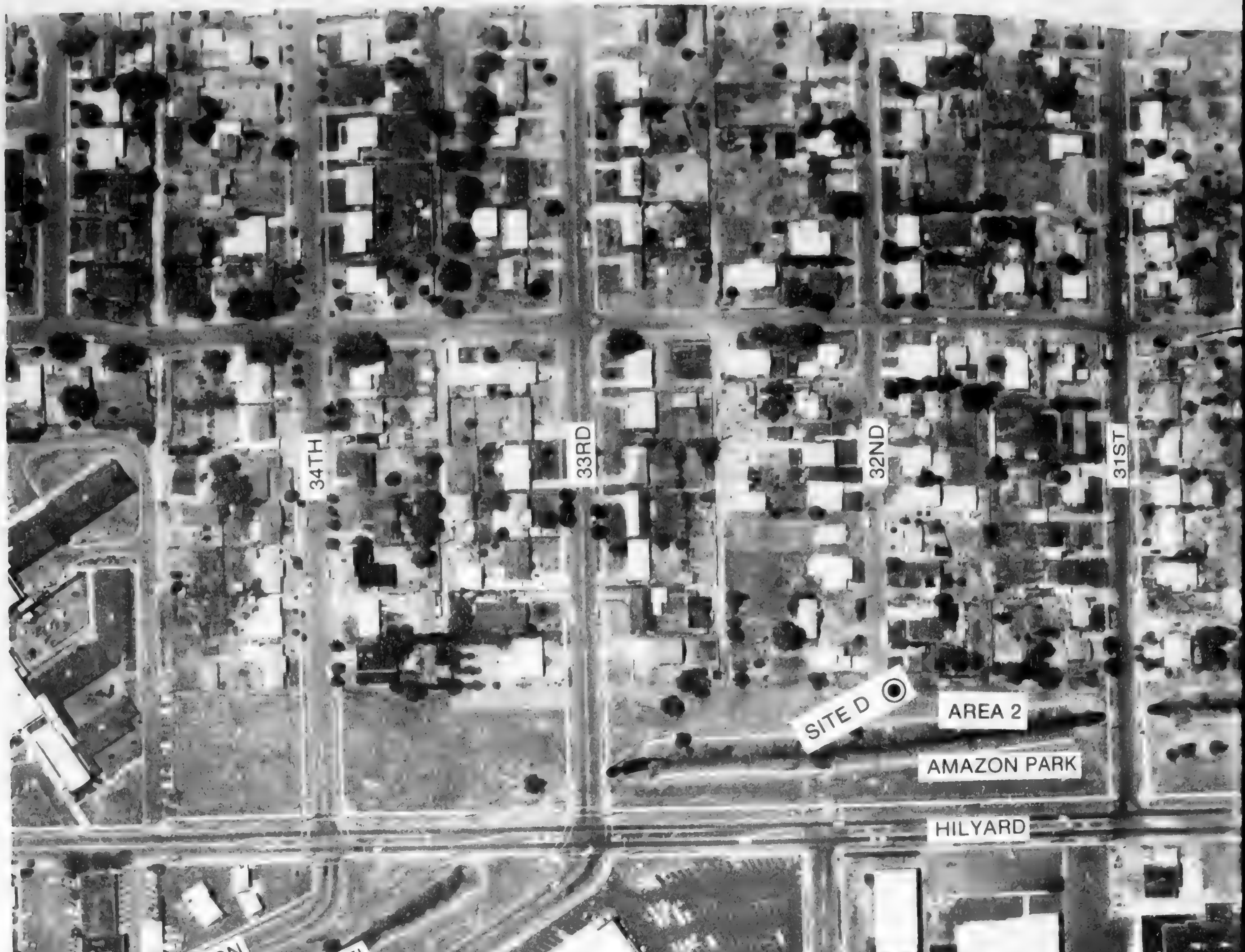


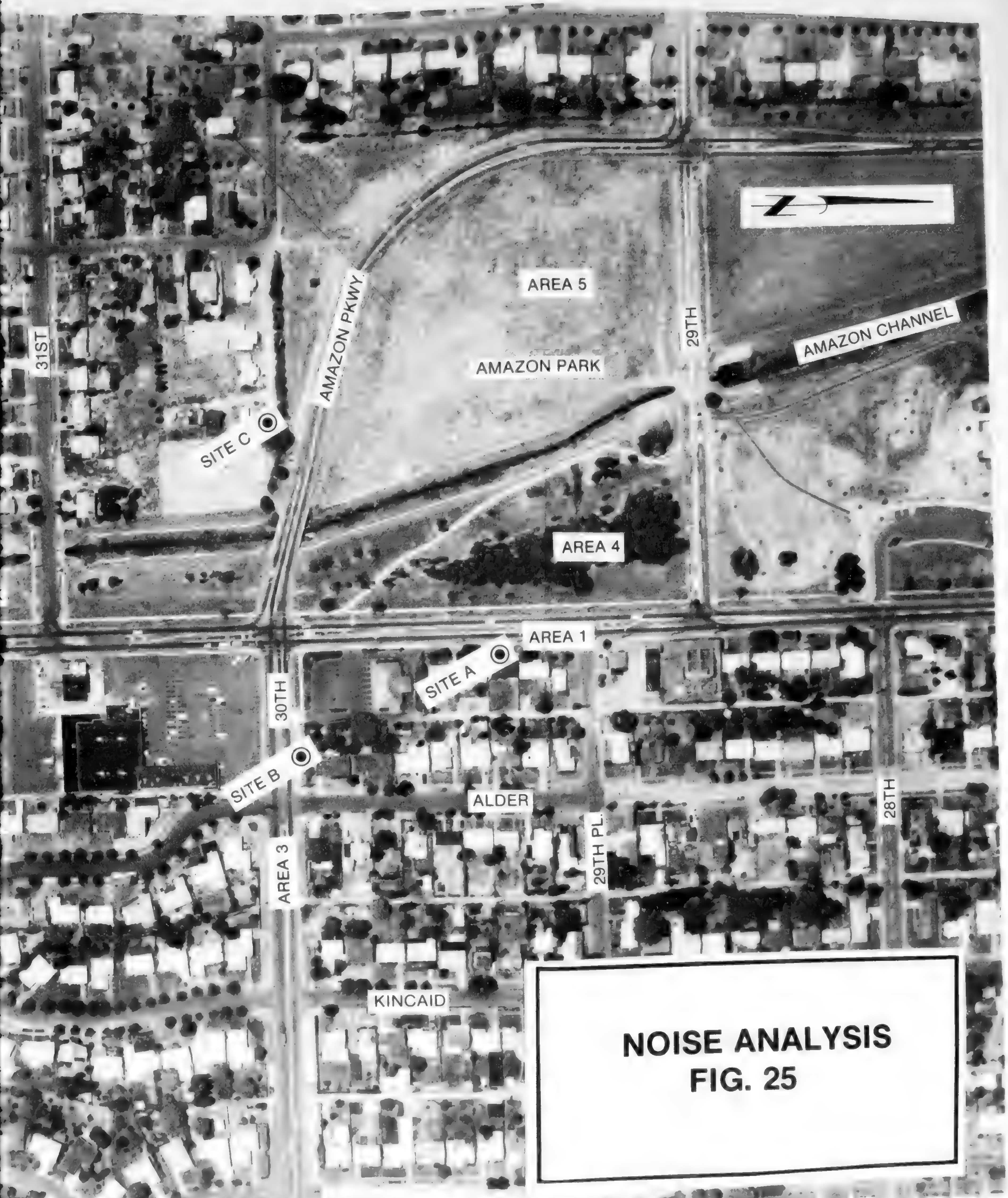
EXISTING ZONING

PL PUBLIC LAND
RP RESIDENTIAL PROFESSIONAL DISTRICT
C-1 NEIGHBORHOOD COMMERCIAL DISTRICT
C-2 COMMUNITY COMMERCIAL DISTRICT
RA SUBURBAN RESIDENTIAL DISTRICT
R-1 SINGLE FAMILY RESIDENTIAL DISTRICT
R-2 LIMITED MULTIPLE FAMILY RESIDENTIAL DISTRICT
R-3 MULTIPLE FAMILY RESIDENTIAL DISTRICT
8
24TH
25TH
26TH
27TH
28TH
29TH AVE
29TH PL
30TH AVE
31 ST AVE
32 ND AVE
33 RD AVE
34TH AVE
35TH
36TH
36TH PL
37TH
38TH
39TH
39 PL
42 ND CT
43 RD AVE
LINCOLN
CHARLTON
OLIVE
PARKWAY
OAK
PEARL
HIGH
MILL
FERRY
AMAZON
HILYARD
KINCAID
UNIVERSITY
BAKER
ONYX
INAVALE
CANNON
ALDER
HARRIS
POTTER
EMERALD
BEECH
STAFFORD CT
PATTERSON CT
SPENCER
SOUTHRIDGE
WILLAMETTE
WATKINS
HOLLOWAY

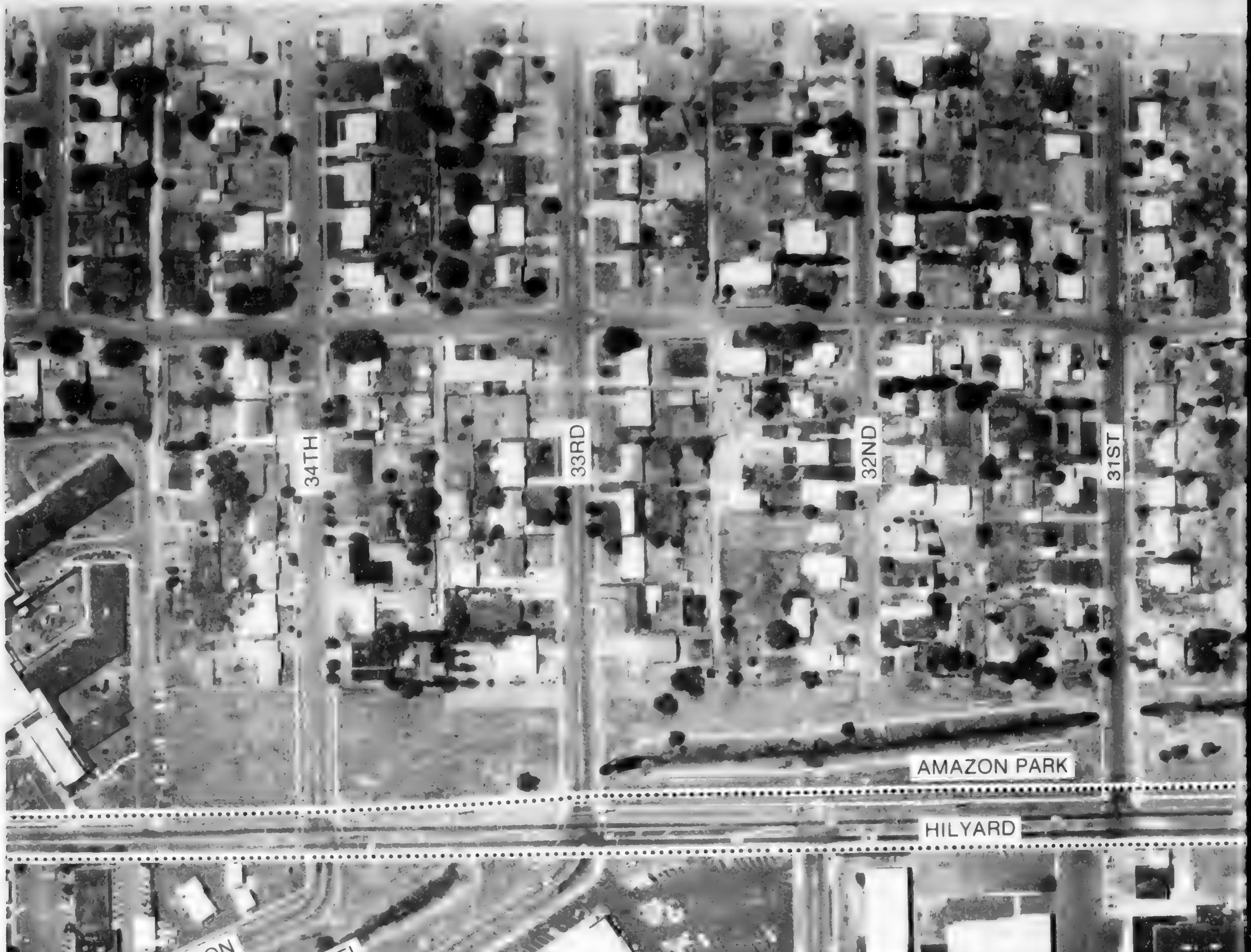
9/78

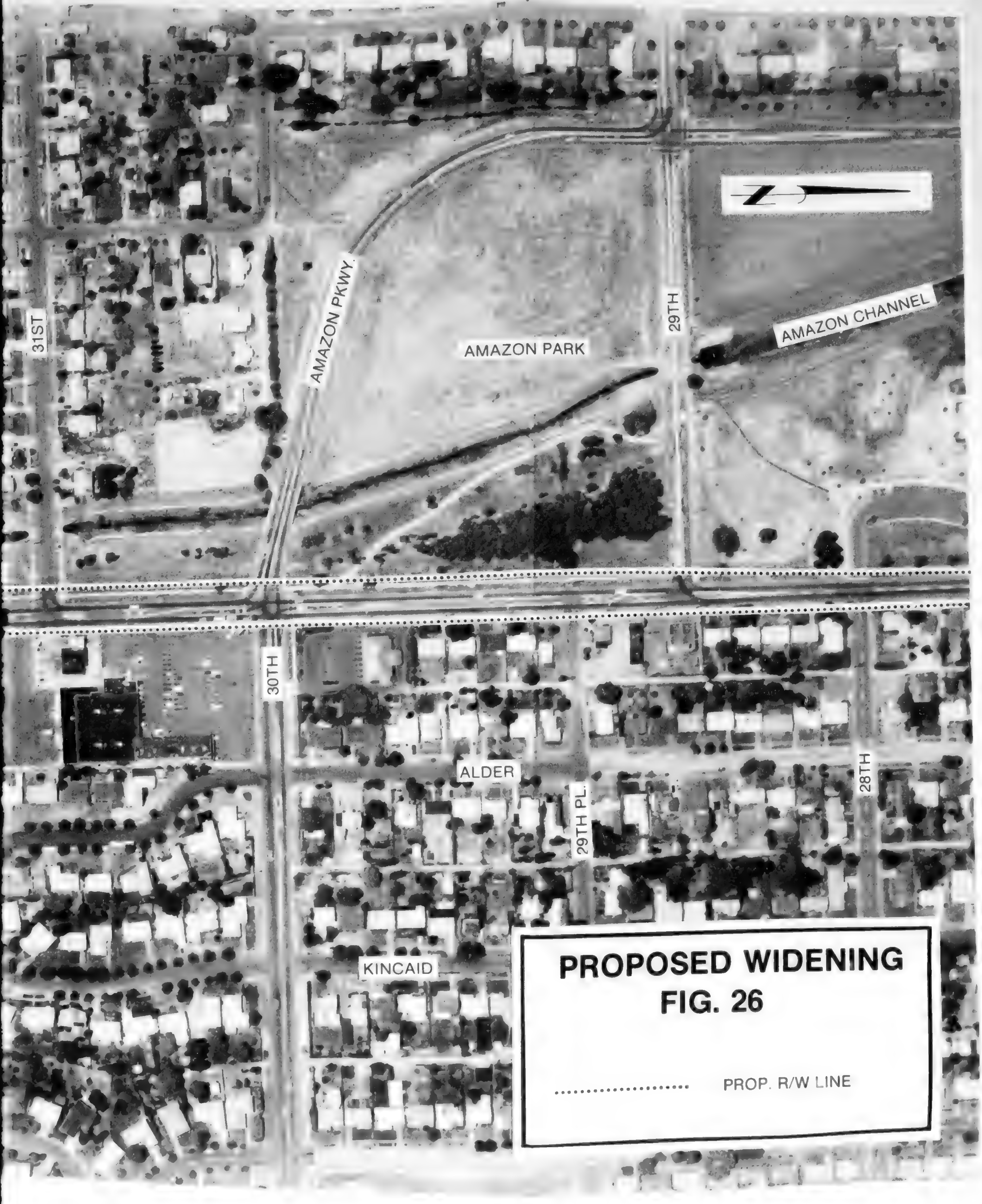
FIG. 24


34TH
33RD
32ND
31ST
SITE D
AREA 2
AMAZON PARK
HILYARD
W. AMAZON
AMAZON CHANNEL
E. AMAZON
32ND


N
AREA 5
AMAZON PARK
AMAZON PKWY
29TH
AMAZON CHANNEL
31ST
SITE C
AREA 4
AREA 1
SITE A
30TH
SITE B
ALDER
28TH
29TH PL.
AREA 3
KINCAID

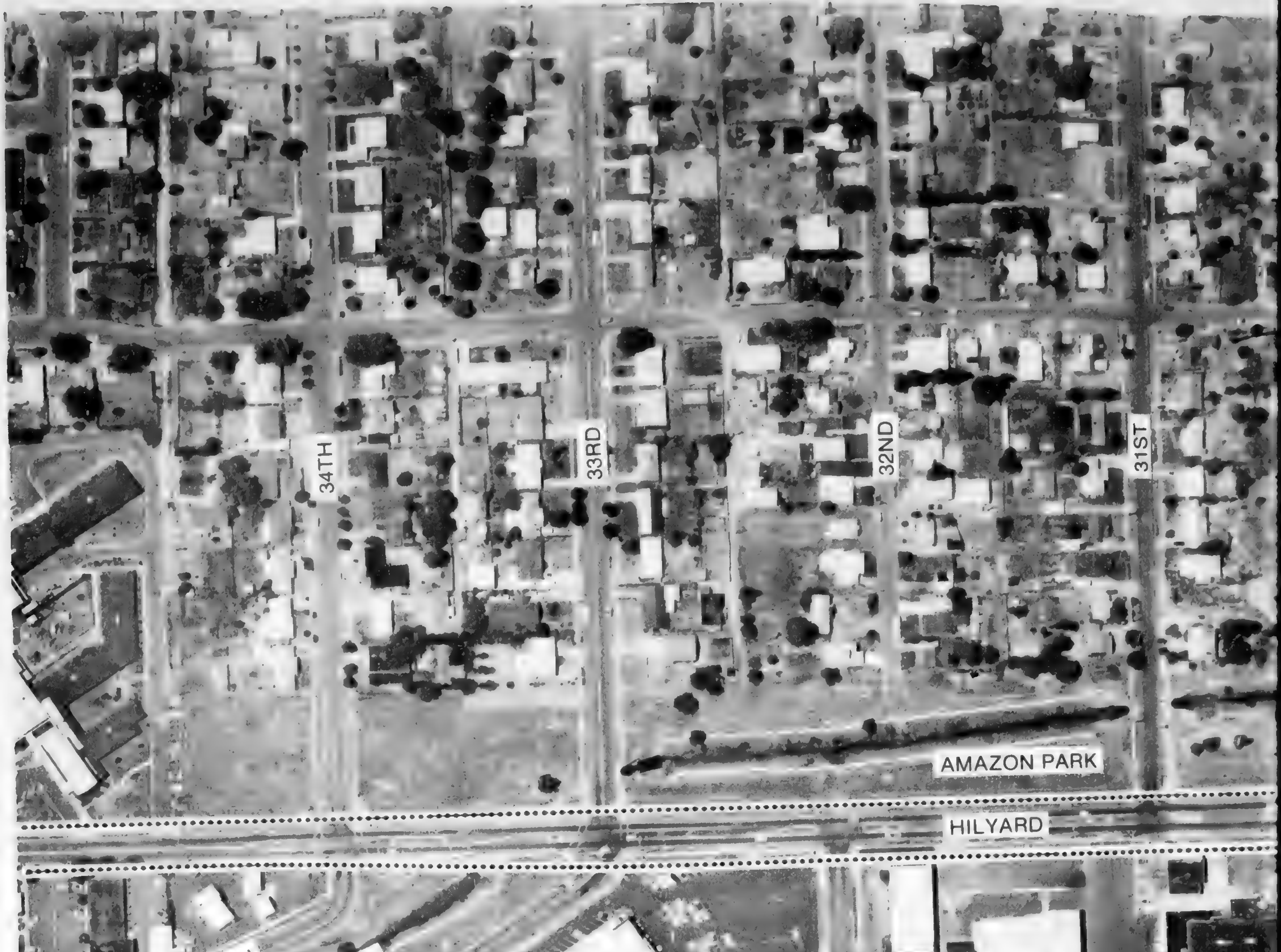
NOISE ANALYSIS
FIG. 25

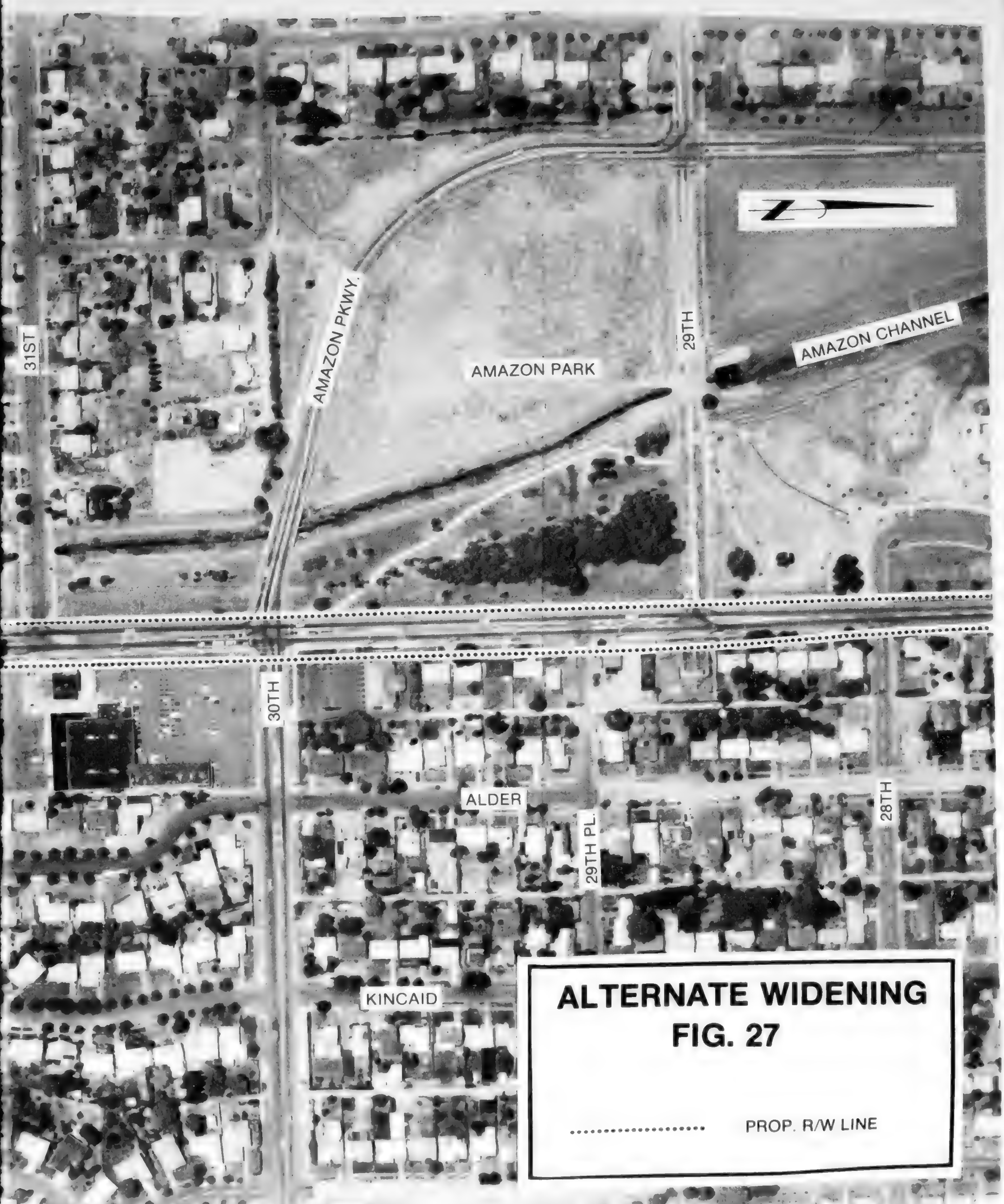

34TH
33RD
32ND
31ST
AMAZON PARK
HILYARD
W. AMAZON
AMAZON CHANNEL
E. AMAZON
32ND


N
31ST
AMAZON PKWY
AMAZON PARK
29TH
AMAZON CHANNEL
30TH
ALDER
29TH PL.
28TH
KINCAID

PROPOSED WIDENING
FIG. 26

.... PROP. R/W LINE

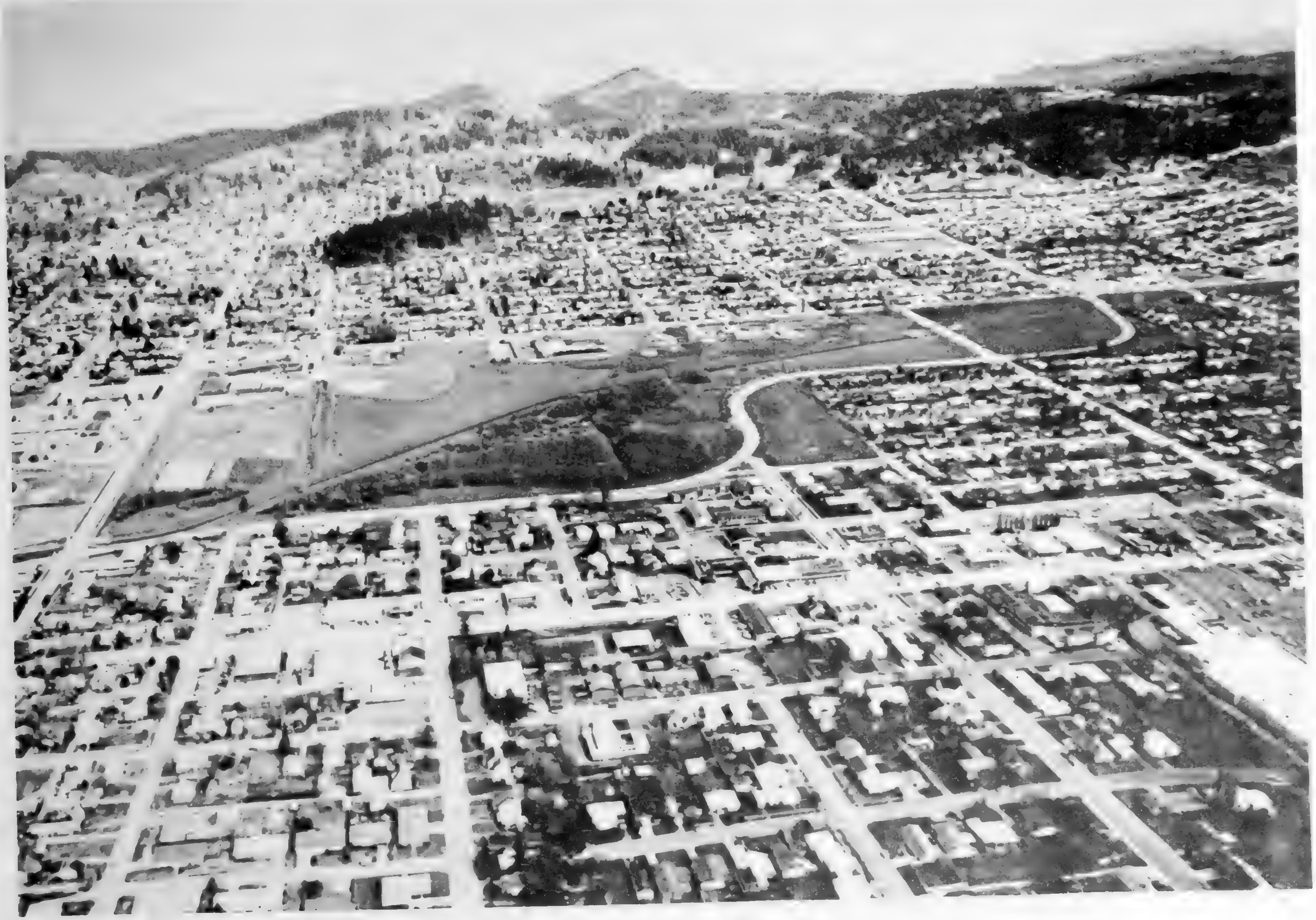

34TH
33RD
32ND
31ST
AMAZON PARK
HILYARD
W. AMAZON
AMAZON CHANNEL
E. AMAZON
32ND


31ST
AMAZON PKWY.
AMAZON PARK
29TH
AMAZON CHANNEL
30TH
ALDER
29TH PL.
28TH
KINCAID
N

ALTERNATE WIDENING
FIG. 27

……………………… PROP. R/W LINE

FIG. 28



Amazon Park (Looking East)

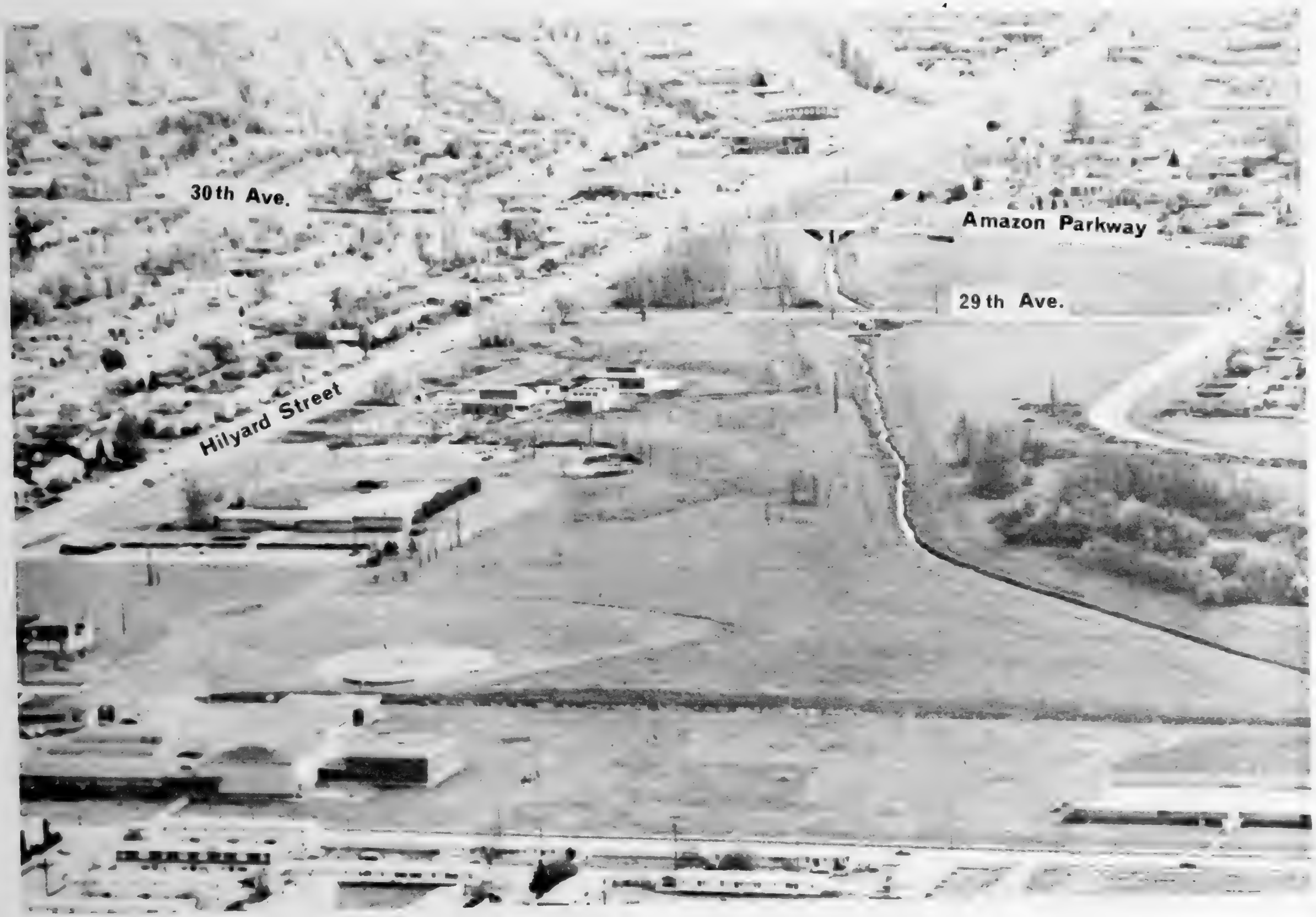
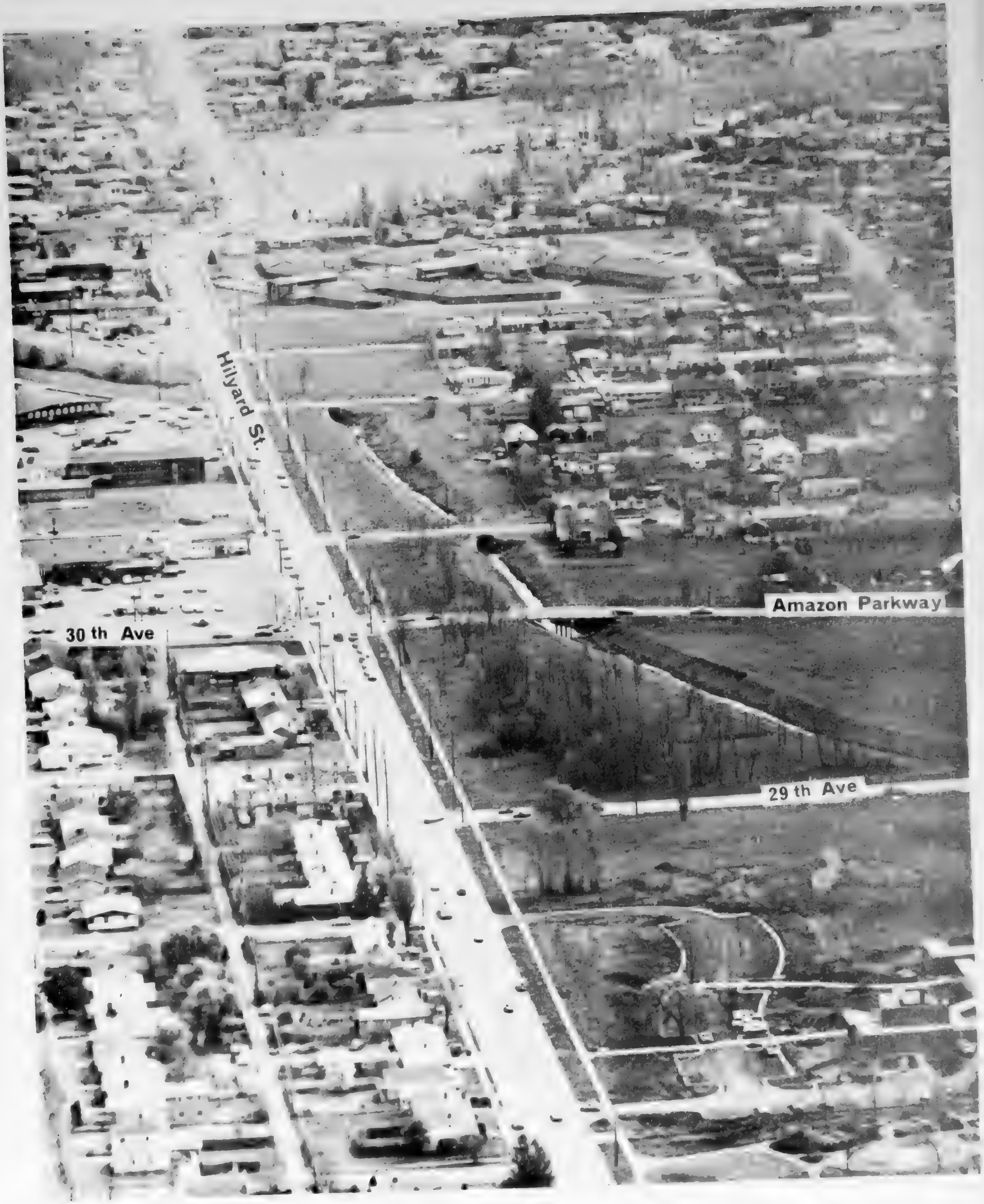

30th Ave.
Amazon Parkway
29th Ave.
Hilyard Street

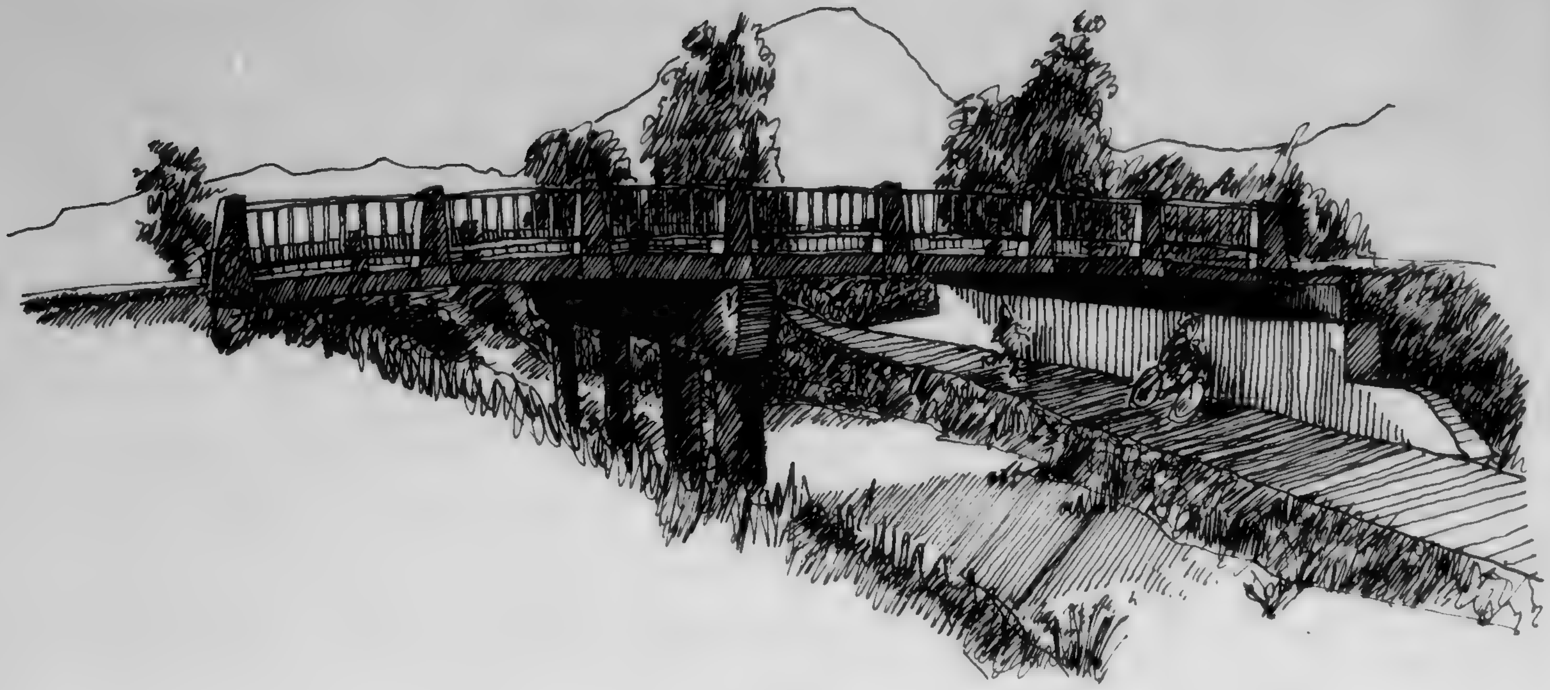
FIG. 29

Project Area (Looking South)

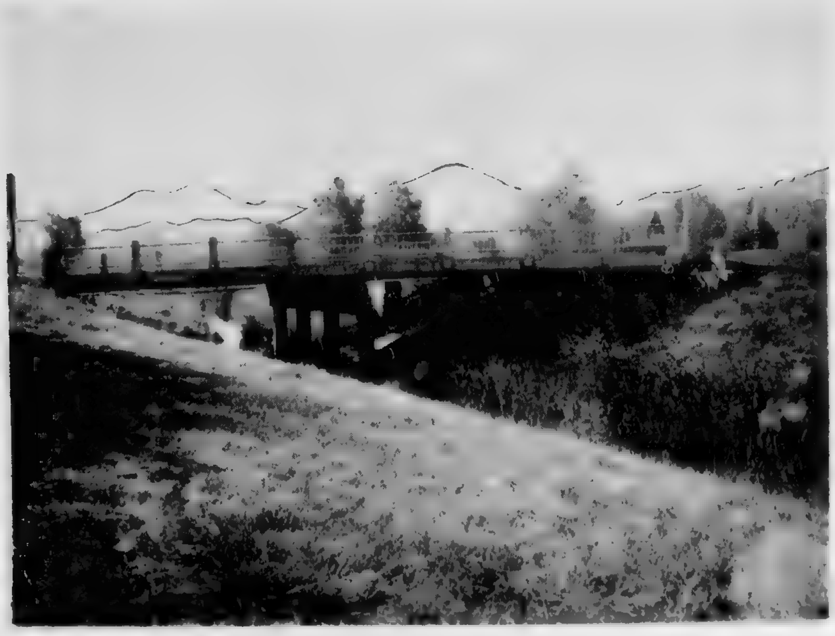

Hilyard St.
Amazon Parkway
30 th Ave
29 th Ave

Hilyard Street (Looking South)

FIG. 30



PROPOSED



EXISTING

Site of Bicycle Underpass
at Amazon Bridge
(Looking South)

FIG. 31

30TH - HILYARD - AMAZON: FINAL EIS

APPENDICES

A - Transcript of Corridor Design Public Hearing, January 1975

B - Written Comments on Draft EIS

C - Results of Public Opinion Survey, May 1976

D - Minutes of Eugene City Council Hearing, March 1977

E - Report on Left Turn Restriction Tests, June 1978

F - Miscellaneous Correspondence

APPENDIX A

Transcript of Corridor Design Public Hearing, January 1975

CORRIDOR DESIGN PUBLIC HEARING

7:30 p.m., January 22, 1975
Eugene City Council Chambers
Eugene, Oregon

Re: 30th - Hilyard - Amazon Widening Project
(FAUS 5104)
Eugene
Lane County, Oregon

MR. DAVID REINHARD Good evening. This is the formal Corridor Design Public Hearing regarding the proposed improvement of the intersection of 30th Avenue and Hilyard, and adjacent roadways. My name is David Reinhard. I am the Planning Engineer for the City of Eugene, Public Works Department. I would like to introduce several other people present tonight. Chris Andersen is also with the Transportation Planning Division, City of Eugene, and from the State Highway Division we have Glen Clark and Ed Engleman from Roseburg, and Mr. Dwight Smith a Project Manager in the Environmental Section from Salem.

The purpose of this Corridor-design hearing is to afford interested people and organizations an opportunity to express any comments regarding the general design features of the highway improvement, including the environmental impact as outlined in the environmental impact statement, or draft EIS. Copies of the EIS as well as a summary of the document are available here tonight, and will remain available in our office in the Public Works Department after the hearing tonight. Copies of the EIS were sent out last month to groups and agencies with an interest in the project and we have been receiving written comments from various parties. In addition to the opportunity to testify orally, written statements may be submitted within 10 days after the hearing to the Public Works Department.

After evaluation of all of the written and oral testimony, the City of Eugene, in cooperation with the State Highway Division, must determine whether any basic design elements require changing or modification of any kind. We must then prepare and circulate a final Environmental Impact Statement containing all the information in the draft EIS as well as our response to all of the comments and testimony received. Prior to design approval by the Federal Highway Administration, this information will be available at the office of the Public Works Department here in City Hall for public inspection and copying. We are recording comments made at the hearing tonight and a transcript will be prepared; along with copies of the final EIS, the transcript will be sent to all of you who would like a copy.

After we briefly outline the proposed project and the environmental impact, we will be asking for any comments that any of you wish to make regarding the proposal. In order to facilitate this we have handed you each a white card as you entered the room this evening. Before you leave tonight would you please fill out the cards, indicating whether you would like to make a statement, and whether or not you would like copies of the information developed during and after this hearing; we will then collect the cards before you leave. Thank you.

This afternoon and earlier this evening, there was an informal session held here for the purpose of discussing the project and answering questions that might have arisen regarding any of the design proposals or alternatives, or the environmental impact. If you were unable to attend that session and would like to raise some of these kinds of questions, some of us will be available following the formal hearing this evening for that purpose.

At this time I would like to turn the meeting over to Chris Andersen, who will describe the proposed project, the alternatives that were considered, and the expected environmental impact.

MS. CHRIS ANDERSEN. Thank you. The proposed project consists of the following work:

The widening of Hilyard Street from south of 34th Avenue to north of 29th Avenue.

The widening of Amazon Parkway from Hilyard to north of 29th Avenue.

The widening of 30th Avenue from Hilyard to east of Alder Street.

The relocation of traffic signals at the intersection of 29th and Amazon Parkway; and 30th and Hilyard.

The installation of an additional culvert parallel to an existing one running under Hilyard Street at 33rd Avenue.

And construction of a separate bicycle path, continuing the existing path from 29th Avenue southward to 33rd Avenue; including a bicycle and pedestrian underpass at the Amazon Parkway bridge.

That is an enlargement of a drawing we have in the impact statement, if you want to refer to the drawing.

The approximate width of the roadways before and after the improvement is shown in the map included in the environmental statement. The exact striping and placement of lanes may differ somewhat from that which is shown, but in general, provision will be made for an additional through-lane in each direction at both of the signalized intersections and separate left turn lanes, and in some cases, right turn lanes. The main purpose of this project is to alleviate existing rush-hour traffic congestion, and to accommodate an expected increase in traffic.

Only the major physical design elements of the project are intended to be shown in the material that has been distributed and that we are looking at now. Other possible elements, such as bicycle racks, bus stops or shelters, special sidewalk sections, or other bicycle or pedestrian facilities haven't been shown or discussed, but items such as these will be taken into account in preparation of the final design for the project.

Virtually all of the additional right-of-way required for the widening will be taken from existing City-owned property, which is presently part of Amazon Park. Most of this comes from a 5 to 10 foot wide strip along the west side of Hilyard Street, and a smaller portion from the park near the intersection of Amazon Parkway and 29th Street. A small amount of private property may be required, at the southeast corner of 30th and Hilyard, depending on the final design of the curb radius at that location. This matter is still under study, but the amount of land to be taken will be very small in any case, approximately 13 square feet, and that portion is presently an asphalt parking lot at the corner. No reloction of families or businesses will be required as a result of this project.

The total cost of the project is estimated at $483,725, and the project is to be built with Federal Aid Urban System funds, and State and City matching funds.

There are three alternatives to the proposal that we've been considering. One of the proposals is increased mass transit. It might be possible to increase the use of mass transit in the project area to such a level that the improvement wouldn't be needed; however, it's not likely that such a level of transit usage can be achieved in the near future given the present-day assumptions as to automobile usage and relative cost and convenience of the two modes. A significant number of people in the project area presently use transit, but the level of vehicle congestion at 30th and Hilyard intersection remains high, and the mass transit users have to contend with the congestion just as automobile users do. It is expected that mass transit usage will continue to increase in the future because of changing public attitudes, the availability of gasoline, and other factors. But the overall projected growth in traffic, which is dependent on such factors as residential development in southeast Eugene and the enrollment at Lane Community College, is expected to continue also. Adding additional lanes for both automobiles and buses appears to be the best solution to this problem.

At the present time transit buses do not use the intersection, mainly because of the fact that right hand turn lanes are very difficult or impossible to negotiate. The proposed project will improve the situation by increasing the turn radius and adding an extra lane for the buses to use in turning. This will make possible the realignment of various transit routes to give better service to this part of town and increase the potential of the 30th and Hilyard intersection as a major outlying transfer location in the transit system.

This is a drawing of 1977 proposed transit route, and gives the indication of the traffic usage that hopefully will be there. You have in your impact statement a drawing of the current route, you can see the difference. The widening of Hilyard Street only is the second alternative, widening Hilyard Street only on the east side of the street. The reason for considering this alternative is to avoid any taking of park land, however, the required right-of-way under this alternative would have to come from the heavily developed east side of Hilyard. This would involve very high acquisition costs, possibly relocation of businesses or residences and a likely relocation of electric power sub-station. This kind of major impact on the adjacent land use would appear to be out of proportion to the scale of the improvement, therefore, taking land from Amazon Park for right-of-way is a more acceptable alternative.

The no-build alternative or not building the project would leave traffic conditions as they now are, but it is expected that congestion would continue to worsen in coming years. This is based on the assumption that the projected growth in traffic will come about regardless of whether or not the project is implemented. Such factors as the attractiveness of residential development in southeast Eugene and increasing enrollment of both full-time and part-time students at Lane Community College are not dependent to any great extent on improvements in the present street system. There if the present arterials are not improved the traffic demand is expected to continue at the same rate and the demand will have to be met in other ways, such as by people using some of the adjacent streets as alternates where this is possible or by choosing to make their trip at a different time of the day to avoid congested periods. Both Hilyard Street and 30th Avenue are important arterials which have no apparent alternative routes, other than existing residential streets for short distances. Therefore it is felt that the no-build alternative is unacceptable given the goal of relieving congestion and improving mobility in this area of Eugene.

The environmental impact of the proposal as they are expected, as follows:

There will be an improvement of traffic flow, especially at peak hours.

There will be a reduction of turn movement conflicts.

There will be a decrease in automobile pollution, other than lead and nitrogen oxide due to improved traffic flow, and a slight increase in lead and nitrogen oxide emissions in the project area.

Use of approximately 16,000 square feet of park land for the improvement.

A permanent alteration of Amazon Park Channel in the form of an additional culvert crossing under Hilyard Street.

There will also be temporary disturbances such as dust and noise from construction operations, and probable detours.

In addition, noise in the project area is expected to increase because of increasing traffic. However, this is not listed as an impact of the project itself, as the traffic volumes are expected to increase whether or not the widening and reconstruction takes place. Noise is estimated to exceed Federal Highway Administration standards at five single family residences along 30th Avenue. This is based on today's vehicle and makes no assumptions about vehicles in the future becoming any quieter or noisier. Because of the nature of the roadway at this location it is virtually impossible to reduce the noise to an acceptable level through any design measures. Therefore, it is probable that a variance to the standards will be requested from the FHWA.

A special regulation of the U.S. Department of Transportation requires that whenever park land of any significance is to be used for a highway improvement, a special Section 4(f) Statement must be prepared in addition to the Environmental Impact Statement, listing the alternatives to the project, its impact on the park land, and any mitigating measures to reduce or minimize these impacts. Only after the Department of Transportation has made a determination that there is no "prudent and feasible alternative" to the proposed project, will permission to build the project be granted. The 4(f) statement for this project is included as a separate section within the draft Environmental Impact Statement.

The park that is affected by this proposal is Amazon Park, classified as a community park by the City of Eugene and containing 79.9 acres of land. The proposed project will use about 16,000 square feet of park land, all of it being in undeveloped sections of the park. The estimated requirement of 0.37 acres constitutes one-half a percent of the total of Amazon Park acreage. The City of Eugene Parks Department will be compensated for the right-of-way by monetary return or by a land exchange which could involve the vacation of 29th Avenue between Amazon Parkway and Hilyard Street, after completion of the project. However, the proposed vacation of 29th Avenue is not a part of this project and could not be undertaken until after this project is completed and operating and it is determined whether closing the avenue will have a net benefit over any inconvenience that it would cause.

Other aspects of the proposal directly affecting the park include extension of the bicycle path from 29th Avenue to 33rd Avenue, removal of the existing sidewalk adjacent to Hilyard Street and replacement of this sidewalk with a similar facility along Hilyard. Any significant amount of excess excavation from the project will be used if feasible by the City Parks Department to help create landscaped mounds or berms along the edge of the park near the arterial streets. This disposal of material, and planting of any raised medians to be included in the project will be done in coordination with the City Parks Department.

MR. DAVID REINHARD Just as a matter of clarification I would like to say that the map on display (there on the screen) is not any official proposal that I know of, of LTD, it's an informal thing arising from discussions between myself and Mr. Rynerson of the Transit District as to what the potential routing could be in this area, and as mentioned at present the narrowness and lack of adequate turning radii at the intersection of 30th and Hilyard is one reason that the buses are not routed in this fashion.

To summarize briefly the testimony that we have received to date, two individuals (this is written testimony), two individuals have responded, one opposing the widening project, and the other asking for consideration of a zoning change for his property because of the widening of 30th Avenue.

The Oak Hills Homeowners Association has gone on record as favoring the project; the other neighborhood groups have not yet responded.

VOICE: Where is Oak Hills?

MR. REINHARD Excuse me. Oak Hills?

VOICE: Yes.

MR. REINHARD It's an area south of 30th Avenue, and I believe it's east of Agate Street. It is one of the Charter Neighborhood Organizations. Various comments have also been received from the following organizations: The Eugene Bicycle Committee; Lane Council of Governments; Eugene Water & Electric Board; Lane Transit District; U.S. Coast Guard; The Army Corps of Engineers; U.S. Department of the Interior; the Soil Conservation Service, and the U.S. Department of Commerce.

At this time, we'd like to give those of you who wish to do so, an opportunity to make any comment you wish regarding the proposed project. If you do wish to make a statement, please come to the microphone and state your name and address, and hand us your white card if you have not already do so. A few people have indicated that they may have to leave the hearing early and have already handed in their cards, and so we will call people in the order in which we got the cards and then after that anyone else who wishes to speak, please come up, give your card to Mr. Seller, he wants to get your name right for the Register Guard, and then please speak into one of the two microphones so that we can record your comments. Yes?

VOICE: Do you collect the cards?

MS. ANDERSEN Yes; if you came in and you didn't get a card they are on the tables in front of you, in front of the seating; why don't you come and get one now?

VOICE: Did you collect the cards?

MR. REINHARD Some of them were collected, I think by the people on the part of people who are leaving early or something.

MS. ANDERSEN O.K. Wayne Wiltanen. Would you come up.

MR. WAYNE WIITANEN I live at 645 East 31st Avenue in Eugene, and I would like to address my remarks to four specific areas. First, I find it
(A) rather curious that Hilyard is being widen for a stretch of about six blocks, and then it necks down from what's projected to be a four-lane road to a two lane road; and this would seem in itself to cause a congestion situation. I am somewhat, being a resident of that area, I'm somewhat concerned about the results of increased traffic speed on Hilyard, not only as a increased noise problem, but also makes crossing Hilyard far more difficult for those of us who do so. There's another problem in even trying to turn onto Hilyard under the current circumstances is extraordinarily difficult, and with two lanes in each direction will become virtually impossible and I'll have a recommendation on that score in a moment. I would
(B) like to point out that the plan is very thorough with respect to protecting the park lands but it's very strange that the pieces of park land that are being protected are undeveloped and extraordinarily lightly used. It would seem that the sort of thing that really needs protection is the neighborhood itself. People live in the neighborhood for a very long period of time, automobiles just pass through the intersection, they don't live there and there's essentially no planning done what-so-ever to protect the south side of 30th, which you've already said is very difficult to do, or the west side of Hilyard which should be far less difficult because there is a strip of land available in there which could be landscaped appropriately to cut down excess noise. I often question, or I will question, the necessity for the widening
(C) itself, the date on which the projections are made are from 1971, and it would be very useful to those of us who are concerned to know what the actual growth rate in south Eugene is; and this could be easily measured by looking at building permits, for example. I would also like to ask a simple question or put foreward a simple
(D) question about traffic volume. For those who work with discreet systems such as queuing systems and so on, it's quite clear that average traffic volume information in itself gives one a fair amount of information about utilization of an intersection however, experiences and theory on the matter makes it quite clear that traffic volume alone doesn't tell you the things that you really want to know, and by that I mean such things as 'how long is the queue for a light'? how long does the queue get in the left-turn lane, how much what percentage of the traffic or proportion of the traffic actually makes right turns? what proportion makes left turns? How long is the waiting time in the queue? These to my mind are really the critical parameters in evaluating an intersection and this may have been done but there's certainly no indication in the impact statement that it was done so. If one were to take the trouble to do such an analysis, then one can study for example, different turn signal timing regiment; we've had an opportunity to count cars on Hilyard over the past few days between 10 of eight and 10 after eight, and observed that the queue at least the north-bound queue on Hilyard grows to about 25 to 35 or 40 cars before the light changes; the light changes and then that entire queue is served, it's empty, and then there will be a very long gap before it begins to fill up again. It would seem that the time that an automobile or driver has to wait in that queue runs about a minute and a half to about two minutes which I should think from experience with

other traffic jams or other signals, is not unconscionably large. I would suggest that such a study be done to justify the necessity for modifying the intersection.
(E) Finally, I should like to make some recommendations should the plan go foreward irrespective of any other comments. First of all, it would be very worth while for the neighborhood, could the west side of Hilyard be landscaped from Amazon south, from Amazon Parkway south. There is land available to do this, and it could be done very usefully and I think would improve the entire aspect of Hilyard and of that very narrow piece of Amazon Park. I would also suggest for safety reasons, if for
(F) no other, that 31st Avenue be closed at Hilyard, allowing no turns, no traffic. Experience also would suggest that a light be installed at 33rd Avenue to control traffic there and allow it to cross Hilyard in an orderly fashion. Thank you.

MS. ANDERSEN Howard Bonnett.

(1) MR. HOWARD BONNETT I have some slides that I would like to project by way of introduction to this environmental impact statement. My name is Howard Bonnett, and I reside at 1835 East 28th Street in Eugene, and I would like to request that my comments be incorporated into the record of tonight's hearings. I think that the environmental impact statement that has been prepared on this project is not not much different from a lot of other environmental impact statements that are based on projections of traffic volumes, in this case, that go for a period of seventeen years to the year 1992. The projections on these facilities, call for an increase of approximately 75 to 80 percent in traffic volumes on most of the streets in this facility. I think that's the last slide Dave. And so that my initial comments I would like to address to the folly of making such projections. That's upside down now, the little x goes if you hold it toward you, in the upper right hand corner. Oh, maybe I got them wrong then, I'm sorry. That's fine. What I have here is a slide taken from an industry journal 'World Oil' that describes various aspects of our oil economy from the 1963 to the 1973, and I have added 1974 figures to this slide, which are based in the first 10 months; the entire year figures aren't available yet. They're expressed in millions of barrels per day. The top curve is total domestic demand for oil and you can see it's been increasing throughout this period at a very rapid rate. Second curve is a curve for domestic production of oil in the United States, and you can see that it increased in parallel with demand up until about 1967 when it began to fall behind, and to level off and finally to begin to drop, and it has dropped quite significantly in the year between 1973 and 1974. This has opened up a very broad gap that has had to be made up with imports of oil. Third curve shows motor gasoline usage, and a little bit of arithmetic will show you that 40 percent of the oil that is consumed in the United States is used for the internal combustion machine; and the last one shows imports. And there you can see that imports started off relatively small in 1963, it began to increase as production leveled off around 1969, and are increasing faster until in 1974 imports are nearly the same as domestic production. Now I don't think I need to tell you that the result of this has been an enormous cash out-flow from the United States to the oil-producing countries and the situation is now that the country is facing a financial crisis it's going to be resolved by rationing, or it's going to be resolved by tariff, it's going to be resolved in someway which is going to attempt to get at the unnecessary utilization of oil, which is primarily, in my opinion, going into the internal combustion machine. The next slide, sorry, the next slide shows a curve of the amount of monies that have been flowing out of the United States as a result of this widening gap between our ability to supply our oil and our ability to, or our desire to, consume. Rotate it, no that looks right, try that, yes, it just, a funny curve but that's the way it is. Billions of dollars in oil imports, 1970 - 3 billion; 1973 - 9 billion; 1974 - estimated at somewhere between 25 and 30 billion dollars going out of our country. This is what is of enormous concern, and I don't believe that there is a solution to this problem other than a cut back in our consumption of oil. The Alaskan pipe line will supply, when it comes in, only one-and-a-

half-million barrels a day, which is a drop in the bucket compared to the amount, or about 20 million barrels a day, that will be consumed if this trend continues another year or two. We cannot continue this kind of utilization of a valuable non-renewable resource, and yet this impact statement calls for an 80 percent increase from the existing levels on this intersection.

Could I see the next slide, please Dave. Thank you. This shows a curve for the, or a graph for the relationship between the consumption of oil in the United States, and the consumption and the production, since they are the same, in the world, and you see that the United States is consuming about 32 percent of the total production of oil in the world, and this will not be able to continue, either. There are other uses of oil, the rate of increase of oil utilization in the underdeveloped countries is increasing faster than in the United States, and there is going to be increasing demands for this oil, increasing price raises, and we are going to have to restrict oil utilization. In the last slide finally, shows the relationship between the proven oil reserves of the United States and the annual consumption of the United States. Again, these data are taken from a trade journal 'World Oil' and not from an environmental journal, and they show that the proven reserves in the United States stood at 36 billions of barrels of oil, and the annual consumption stands at just under 6 billion barrels a day of barrels a year of oil. In other words, a six year supply of oil in proven reserves, and we are making up a part of that by importing 40 or 50 percent of our oil right now, but the idea of our readily being able to go to a self-independent situation with respect to oil is going to demand a massive new discoveries of oil if they exist or some kind of technology, faith in technology that I don't happen to share. So my first point is that I think that the environmental impact statement is, has no justification for making the kinds of projections of increased traffic volumes and I think that the situation between 1971 even and 1975 may have changed, it should be explored again but I think that anybody that examines these data is forced to the conclusion that a continuation of planning based on the past use of the automobile in this community or anywhere in the United States is making a very bad assumption

(2) Now I have some specific comments with respect to the environmental impact statement. First of all, several years ago the Mayor of this community, Mayor Lester Anderson, and a number of other people anticipated in a dedication ceremony of the first city bike route in the City of Eugene. This bike route is located in the vicinity of this project or Alder Street, and it crosses 30th at the intersection of Alder Street. This project would enlarge this facility at 30th, it would enlarge the facility at 30th, from two lanes to four lanes of traffic, it would make it more difficult if not impossible to cross this intersection on a bicycle and yet there is no mention what-so-ever that I could find in the entire environmental impact statement on what this statement will do to this bike path, there is no provision for any signalization or any other way for bicyclist to get across this traffic when there are 18 thousand cars a day traveling in four lanes.

(3) Secondly, L.C.C. projections on page 4 under the column 'a year' there are two entries, full time and then total full time and part time. I called out to LCC to find out what the existing enrollment was, because the projections were very strange to me, but I'll come to that in a minute, and I was surprised to learn that the present full-time enrollment at Lane Community College is 2065 F.T.E.'s, F.T.E.'s means Full-time-equivalents computed on the basis of 10-credit hours per term. Now under the full-time column on page 4 in 1971-72 it lists 5,796 or pretty near two and a half or three times as many as LCC had this year, now we all know that LCC didn't shrink by 3 times therefore the figures are wrong. I think the reason that they're wrong is because those aren't full-time students, they are part-time students. That's a figure for total enrollment, in my case, I'm enrolled for three units out there, that's one-third of a full time person, I go out once a week. I

make one trip every two weeks because I car pool. Secondly, the projections between 1970 and 1972 or so, the annual growth rate is about one and a half percent, if you compound that over the projected rate from 1972 to 1980 you don't come up with 8,200 you come up with about 6,700 so there is projected for some reason that I don't understand but I would question, an increase in the growth rate at LCC in the future, and that seems to be a little bit strange in view of the fact that the number of people in college age is decreasing. I would question those figures and terms of their projections and I would hold at this time that the full-time column is grossly in error, and therefore it implies that there's a much heavier traffic serving LCC than in fact there is.

(4) Thirdly, in mass transit, I don't believe mass transit was really considered as an alternative, if you look in the appendices there's no consideration with respect to air pollution levels for example of any modal split between mass transit and automobile use, and all there is is the build and no build alternative. Mass transit was dismissed outright in one paragraph in this environmental impact statement, and it's clear from the planning of the intersection that there was no consideration given to increase mass transit utilization. For example, the route between LCC and this intersection is a very steep route, it would be very convenient I believe to many people riding bicycles if they could ride them to that intersection and catch a bus to go to LCC. There's no provision in the plans for storage of bicycles in a safe place, there's no provision for people to wait in a sheltered place, I mean a place out of the rain, if they want to get out of a bus and go into another bus, and I'm happy if it may be the fact that the mass transit lines will be realigned so they go through this intersection, but the present time I must point out, that the mass transit lines will not be benefitted by this improvement at all, and so unless the routes are changed as were implied by this sketch, it will not really make any difference because the only route that goes through the intersection is the one that crosses from Amazon on 30th, and there is no queuing of cars in these directions, plus the fact that the bulk of the LCC movement is in the morning and it's in the reverse direction from the bulk of the commuter traffic and reverses the situation at night. So I do not concur with the statement in the report that mass transit movement will be facilitated by the development of this project, and I don't think that there is any attempt to provide a refuge to announce for buses or any facilited transfer facilities at this particular intersection.
(5) Another allegation in the report that I don't agree with is with respect to alternative routes, and whether in fact this route will serve as alternative and siphon off traffic from other alternatives, and I think, even though the report states that it isn't going to do that, I think there's no question from the ESATS planning that has gone on that it's plan to continue this project on down through to 24th on the Amazon and eventually through the Amazon Freeway linkup going along the Amazon channel hooking up to 11th, and this will provide for a traffic diversion for people coming into Eugene from 11th and going south on the freeway to travel on this route rather than on Belt Line or on Franklin Blvd., so I donot believe that it is true even now as this route is incrementally improved that we will not begin to see a switch from of truck traffic and other kinds of traffic that are using this route as a through route, through the City of Eugene or from the west parts of Eugene, and so I don't agree with the allegation that we are not dealing with alternative routes in this report.

(6) Two more points, the sound impact to this development concerns me a great deal and I do not find it very heartening that it is only considered that five residences in this report are adversely impacted by sound, and I would like to state

that the noise levels that are projected from this development and from the traffic volumes even if the truck mix stays the same will travel for thousands of feet, and not for a distance from one house, and this traveling of sound will interfere and reduce the quality of life for the residents in south Eugene, it will begin to compete with those sounds that are pleasant in one's environment and drown them out at distances of even two, three or five thousands miles, sorry feet, from the site. In other words, if you are three thousand feet from this kind of noise generation, you will not be able to hear your child talking outside, you would not be able to hear the birds in the morning, and you will not be able to hear the wind blowing in the trees, and I believe that a lot more attention to sound generation has to be paid, then has been paid in this environmental impact statement. The Laurelwood Golf Course is another example, on a steep grade where there's a great deal of sound generation and this park is proposed as a, at least in part a natural area park, and I do not believe it will be very pleasant to enjoy the natural aspects of this park when there are trucks and automobiles drowning out your enjoyment, passing by 18,000 strong, each day, mostly during the hours when you'd be using the park.

(7) There are two aspects of the report that are held out as carrots, but I don't see in any way that they are related to this project. The first is the closing of 29th, which I believe could be done now if the community desired to do it, and, in that particular portion of 29th; and the second is a construction of bicycle facility under the existing bridge in the Amazon Channel, and as is shown in the sketch the bicycle facility will go under the existing bridge, it's not going to be a new bridge, that the only thing that seems to happen, from my interpretation of the drawings is that the bridge may be widened, and therefore make the tunnel time that a bicyclist has to spend underneath there greater. But at any rate I do not understand why it is not possible to build that bike facility without doing this project at all.

Finally, if you have not gathered by this time, I am opposed to the project, I think the draft environmental impact statement is woefully inadequate, and I think the expenditure of $450,000 for this project is misdirected. Thank you.

MR. REINHARD Thank you, Mr. Bonnett. I have two more cards up here that were handed in, Robin Pierce of 2066 University.

ROBIN PIERCE The first statement I have to make was turned in this afternoon by Wanda Henson, Chairman of the Citizens Advisory Committee, of the La Council of Governments, and I would like to read it tonight, so that those of the public can hear what was in it.

(8) The Citizens Advisory Committee of the Lane Council of Governments, recognizes that there is a transportation problem at the intersection of 30th Avenue and Hilyard Street and Amazon Parkway, but is concerned that the plans as developed do not fully take into account the needs of mass transit or provide adequate bike and pedestrian movement. The next statement is my own and is not related to the Citizens Advisory Committee.

(9) I would like to recommend that the widening of Hilyard Street, or Amazon Parkway, not be done except for what is determined through close cooperative planning with Lane Transit District to be necessary to improve transit capabilities for the area served by these streets. These streets are not presently overloaded according to the standard adopted by the Metropolitan Area Transportation Committee. The group responsible for policy decisions for Metropolitan Transportation Planning. The peak hour volume of auto traffic on each of the streets proposed for widening,

is substantially below the 1900 vehicles per lane per hour of green set by this committee as the volume at which a street is termed deficient and in need of improvement. Further, the present day volumes on three branches of the intersection Amazon Parkway, 30th Avenue and Hilyard north of 30th, fall within level of service catagory C, the level of service usually considered appropriate for streets in urban areas. I drive Hilyard in a car pool at nine a.m. and 2:00 p.m. several times a week; I find the intersection unattractive and the traffic busy but never do I have to wait for more than one red light. On a recent Tuesday evening I drove the intersection from 4:45 p.m. to 6:00 p.m. to test the peak hour traffic. From 5:00 p.m. to 6:00 p.m. the southbound traffic on Hilyard was blocked, was backed up behind the light at 30th. I crossed the intersection many times during the hour. I had to wait three to five minutes to get through the light, it seemed inconvenient but not intolerable for an urban peak hour intersection. At no time did I see any traffic backed up on Amazon Parkway or 30th. There was never a back up of cars waiting to turn left from Hilyard onto 30th and I had no wait at all when making several left-turns off Hilyard into the shopping center or onto east Amazon after crossing 30th Avenue. Looking to future auto volumes as projected (10) for the year 1992 in the environmental impact statement, I would like to point out that these projected volumes are based on zero percentage of person trips being made by transit. I think there is good reason to question whether we want to widen streets to accommodate such a high volume of traffic as is projected, with similar figures for the metropolitan area for the year 2000. If auto trips in the metropolitan area increase at the rate projected, there will be nearly a doubling of daily auto traffic in the city by the year 2000. With our recent experience with air pollution alerts at just present day volumes it seem obvious to me, we must look for ways to lessen the volume of auto trips, not accommodate them. Those involved in the Metropolitan Transportation Plan process are presently doing this. Among the alternative goals they are studying to present to decision makers and the public, are a 10 percent person trip transit usage, a 10 percent transit trips with a 10 to 20 percent reduced rate of trip making, a 30 percent transit split with reduced trip making and land use changes to put residents as closer to places of work, school and shopping. In the next six months the test results of these different transportation mixes will be available. The public and city councils will have more information on which to base a choice between allowing auto trips to double in the next 25 years, or taking strong measures to reduce them. Since the present congestion at 30th and Hilyard is not intolerable, I recommend that widening of these streets be delayed until choices concerning the total transportation system are made.

In a recent test of 10 percent person trips made by transit, excuse me, (11) in a recent test of the effect of 10 percent person trips made by transit on year 2000 auto volumes at 30th and Hilyard, the altered volumes placed Hilyard in level of service catagory D and E, levels of service not considered to be deficient by the adopted standard of Metropolitan Area Transportation Committee. Even with zero percent transit, Amazon Parkway is projected to provide level of service C in the year 2000, the level of service considered appropriate for urban streets.

In the final environmental impact statement I recommend that additional (12) information be presented about how the projected volumes of traffic relate to the Metropolitan Area Transportation Committee's adopted standards, and to the various levels of services used in analyzing street deficiency. Figures which show how the projected auto volumes would change with varying levels of transit service and reduced trip making, would also be helpful. I would also like to recommend that an additional alternative to those presented in the environmental impact statement be considered. This would be the widening of Hilyard as planned in the proposed project but not widening Amazon Parkway, unless some widening is necessary for transit use. To widen Amazon Parkway by more than a hundred percent as is presently planned, seems indefensible given the fact that year 2000 projections is zero percent transit still catagorize it as a very acceptable urban street. Most of all, I would like to recommend that further planning of improvements for this intersection not go foreward until they are closely coordinated with the future plans of the Lane Transit District. Thank you.

MR. REINHARD Thank you, Robin. The last card I have here is from Annabel Kitzhaber, representing the League of Women Voters.

MS. ANNABEL KITZHABER I live at 1892 West 34th Avenue. I do have a statement for the League of Women Voters, Central Lane County.

We've been interested for a number of years in the transportation network in this metropolitan area. We've studied many facets of transportation and we have a very keen interest in seeing that a multi-modal approach to solving problems in transportation is carried out in the initial planning phases of a new or improved network. We're concerned that the citizens of the area be given adequate and accurate information and complete information as well as time to respond to the planning phases of the project for moving traffic which will have long-range effects on the area in which they live. We are very pleased to have an opportunity to comment on this tonight.

We have read with a great deal of interest the copy of the environmental impact statement on the $483,725 widening project, and we're disappointed in the statement. We feel that it is not a thorough acknowledgement of the impact on the project area, nor does it represent a thorough examination of alternative proposals.

As examples, we're concerned about some of these things: On page 5,
(13) stated that these few remaining residential parcels will probably be rezoned for
commercial use within the next five to ten years. The area now is single family
dwellings south of 29th Avenue and north of 30th Avenue. This change in land use
patterns along this projected area is only casually mentioned, yet the impact of
such a zone change, if indeed it should come about, will have wide reaching, long
term effects.

Two. Among other rejected alternatives is only the widening of Hilyard
from 29th Avenue south to 36th Avenue. For this proposal it is assumed that no
(14) park land would be used and that the right-of-way be obtained on the east side
of Hilyard. The League of Women Voters wonders why in this proposal the use of
park land to the west of Hilyard alone was not considered, or why an alternative
of widening say Amazon Parkway was not considered. In other words, we feel that
not all of the possible alternatives were considered when the impact statement
was drawn up. We're also puzzled with some of the data used in comparisons of the
build and no build alternatives. We wonder why there is an assumption that as
(15) many vehicles will use the street before building it as will use it after it has
been built. Isn't the reason given for building this project to allow more cars to
use Hilyard - Amazon Parkway and to get through faster? We're also concerned with
air pollution and the build no build alternative, and wonder about the emmission
(16) figures and whether or not they were gathered close to the project or if this is
just an area-wide survey, and the assumption based upon that. According to the
impact statement Hilyard Street was last widened in 1960. Since then, traffic,
according to the statement, traffic signal control of the 30th Avenue and Hilyard
Street intersection has become in-effective in handling increased traffic, this
is the statement on page 4. We wonder if it wouldn't be less costly to install
(17) traffic signal control which could handle the situation on this intersection to

facilitate the different turning lanes. The League is very interested in the rejected alternatives and the reasons for the rejection. It is our understanding that alternative choices must be considered and given adequate attention. This impact statement fails to give much emphasis to any but the build alternative. It fails to take into account other modes of travel as a viable means of reducing congestion. And at this, here we're referring to to the great potential of public transportation which we agree with Mr. Bonnett was really dismissed very summarily. Public transportation, particularly in the year 1975 with our energy picture as it is, is worthy of more and more than one page devoted to it in the impact statement We don't feel that this alternative has been really handled in anything like a satisfactory manner. In the absence of further study it can hardly be assumed that mass transit is not now able nor able in the future to provide for some of the needs of the residents who normally use the streets in the project area.
(18) Efforts should be made to ensure that a fair treatment be given mass transit as a viable alternative to the build alternative for this project area. At this time the League of Women Voters cannot endorse this project on the basis of the findings stated in the environmental impact statement. We feel there is still too many questions which have not been adequately answered, we do not find a convincing case either to justify the expenditure of almost a half a million dollars nor to confirm the assumptions upon which the statement has been made. The necessity for the widening has not been demonstrated, the need for getting traffic through there faster, the invitation to increase traffic that will come as a result of the widening and that was put. We hope other people in the area will also object when they realize that the benefits received from this project do not outweigh the cost. Thank you very much.

MR. REINHARD Thank you. Ellen Bevington. Did you want to testify now? Is there someone else who'd like to make any comment? Yes sir.

MR. HUIBERT PAUL My name is Huibert Paul. I live at 4390 Pearl Street. I do not represent anybody but myself. I would like to read this statement to you, and you can have it after that.

(19) I would like to voice my strong opposition to any widening of the Hilyard and 30th Avenue intersection. As I have pointed out in a letter published in the Register Guard on January 4, 1975, we are supposed to be conserving fuel. The widening of the intersection will, on the contrary, add to even more fuel consumption. It will indeed encourage people to keep on driving to work, at a time when we should discourage them from doing so. I have gone through this intersection almost daily since 1965 and have observed that very few trucks use it. We should also note that traffic flows through it very smoothly except during the rather short rush hours. So the widening, which will cost $483,000 would be of benefit mainly to the one-person one-car commuter, precisely at a time we should try to get these people into the buses. The whole scheme goes against what President Ford is trying to do and against Mayor Anderson's recent urging to curtail the use of the private automobile, especially for going to and from work.

Now, in anticipation of the arguments in favor of the proposal before us, let me briefly comment on them.

(20) 1. It will be argued that there will be less pollution if cars can go through the intersection quickly, without waiting with idling engines.
I say that the overall pollution will be greater since the proposed new and wide intersection will encourage more automobiles on the road. Even is this were not so, wide and easy streets will at least

encourage the present number of drivers to keep on using the intersection, rather than simply leaving the car at home and taking the bus to work, or taking a bicycle. A trip to work by automobile, even if smooth and easy, will cause more pollution than no trip at all.

(21) 2. Now secondly, it may be argued by some people, that people still prefer their automobiles rather than public transportation. This, I think, is highly doubtful, considering the fact that Eugeneans did approve highway funds for mass transit last year. Now this was voted down elsewhere in Oregon, but not in Eugene. If I am correct in this, I think I am. And then the citizens of Eugene also overwhelmingly approved Ballot Measure 56 in 1972, making the building of freeways in Eugene subject to voter approval. Now all this appears to indicate that the people are not so enthusiastic about driving as the State Highway Division would have us believe. At any rate, much higher gasoline prices are just around the corner, and rationing may very well become a reality before long.

(22) 3. It will be argued that 30th Avenue, between Hilyard and I-5, has now four lanes, so the intersection needs widening. Now this would only prove the validity of what we might call the domino theory: One paving project leads to another, and another, in endless succession.

(23) 4. It will perhaps be argued that the electric car now on sale in Eugene will solve the fuel and pollution problem. Now, the electric car still takes up a lot of space, resulting in still more paving which in itself is a form of pollution. When the range of these cars becomes greater, and this probably will be done, they have a range of 50 miles now, but this will probably be extended later on, well, then they will contribute to urban sprawl. Besides, mass production of electric cars will sooner or later lead to scarcity of materials used for batteries and other parts. The small car in Japan and Europe has not solved the above mentioned problems. Neither will the electric car. Now

(24) 5. It will be argued that five, excuse me, $376,740 which is 78 percent of the money needed is federal money anyway. But this is money too, money that then cannot be used for anything else. The City of Eugene usually complains of shortage of money, as we all know, why then, may I ask, spend $53,130, which is 11 percent, on a project that is going to do more harm than good? At least in my opinion. Likewise, the State Highway Division says it is short of funds. In fact, it wants to raise the state gasoline tax by three cents or so, now the raising of the state gasoline tax was opposed by 76.6 percent of the 4,506 people who filled out the recent Register Guard questionnaire. Why then, may I ask again, does it want to spend $53,130, which is the remaining 11 percent of this totally unnecessary project.

(25) 6. Last, but not least, it will be argued that this project brings money and therefore jobs to Eugene. Now while this is true, of course, I can not deny it, the work will of course be of short duration. If this money has to be spend on roads it would be better to upgrade roads in the country, if this is legally feasible. And we should also

note here, that the, with the present mass transit a lot of jobs have been created. People that drive the busses, the mechanics that take care of the busses, administration and so on, and those are permanent jobs, while the widening of this intersection is, would provide very temporary jobs.

So for the sake of the environment and for the sake of conservation of fuel and other materials, I strongly urge the Eugene Public Works Department and any other organization or individuals involved, to cancel the entire project and leave the intersection precisely as it is now. Thank you.

MR. REINHARD Thank you, Mr. Paul. If you'd like to, we'd appreciate having your statement, if you do want to leave it with us. Thank you. I do have a couple more cards here, one is Bob Wazeka, representing the Sierra Club.

MR. BOB WAZEKA My name is Bob Wazeka, and I live at 2728 Baker Blvd. in Eugene. I'm testifying for the Sierra Club.

The Sierra Club believes that the Draft Environmental Impact Statement prepared by the Oregon State Highway Division, Environmental Section of the Federal Highway Administration, regarding the widening of Hilyard, Amazon, and 30th Streets is seriously deficient in two respects. First, no cost-benefit analysis has been done. Second, there is no evidence that the mass transit alternative, Alternative A, was ever taken seriously.

(26) Without a detailed presentation of all the costs and benefits involved in the proposed project and without knowing whether improved mass transit is a viable alternative, the citizens of Eugene are in no position to judge whether the project is worthwhile. At a time of massive national recession, inflation, and unemployment, at a time when only $606,000 is being spent yearly by the City of Eugene for its Library, only $3,350,000 for its police force, only $2,500,000 for Parks and Recreation Department, and only $2,880,000 for its fire protection, we simply need more information to know whether it is worth spending $483,000 on a relatively minor project whose need is questionable.

Whether the money involved is Federal money or City money is of no consequence regarding the project's merit. Most Eugene tax payers pay both property taxes and income taxes, and they need to know if their money is being wisely spent.

A cost-benefit analysis is not only essential for decision making, but is also probably necessary to meet the legal requirements of the National Environmental Policy Act (NEPA). The Ninth Circuit Court ruled in Lathan vs. Volpe (1971) that cost-benefit analyses were appropriate in EIS's for highway projects. The District of Columbia Circuit Court ruled in Calvert Cliffs' Coordinating Council vs. Atomic Energy Commission (1971) that an EIS must include at least some discussion of how costs and benefits were weighed in project decision making. The third annual report of the Council on Environmental Quality (CEQ) states that agencies preparing EIS's should include a "succinct recital" of non-environmental interests supporting a proposed project. The courts have also spoken on the adequacy of cost-benefit analyses when they are included in EIS's. The Eighth Circuit Court ruled in Environmental Defense Fund vs. Corps of Engineers (Gillham Dam) (1972) that such analyses can't be arbitrary, they must weigh environmental factors. The

Federal District Court in Sierra Club vs. Froehlke (Trinity River-Wallisville Dam) (1973) similarly required that environmental factors had to be included in cost-benefit analyses within EIS's. Thus the Sierra Club believes, that a cost-benefit analysis for the project must be made and that at least a summary of this analysis, which adequately considers environmental factors, must be included in EIS.

(27) We feel that the final EIS must also include a full, detailed mass transit alternative. No specific plan at all, is spelled out in the Draft EIS on pp. 17-18 for improving mass transit, and two of the operating assumptions are highly questionable. The major reason that studies done several years ago for ESATS indicated that the "general public is reluctant to give up the automobile" is that the public had no real alternative to the automobile. The present Draft EIS makes the case backwards by saying we shouldn't provide an alternative because it wouldn't be used. The argument that busses would be caught in congestion, and that therefore people would stop using busses is absurd. More busses would clearly mean fewer cars and therefore less congestion, not more. Even if more congestion did occur, many people would rather fight it in a bus than a car.

(28) Even though no specific mass transit alternative is given, we get the impression that buses alone were considered. Why was no consideration given to mini-buses, monorails, air cushion trains, or other as-yet-unknown means of transport, which could well be operative in the next twenty-five years.

(29) The Sierra Club is concerned about this project for two reasons beyond its immediate geographical impact. We are concerned about what it means for future freeway development in South Eugene and what its implications are for the South Hills Study. Is the widening of Amazon Parkway and 30th Street an attempt at piecemeal freeway construction circumventing the legally-required approval of Eugene voters? Thirtieth Street east of the project area has already been widened, and plans exist for both an Amazon West "Parkway" and for a road across Mt. Pisgah. Are we eventually to have a freeway or quasi-freeway beginning somewhare out on West 11th, roaring through South Eugene and South Springfield, and finally connecting up with I-105 in East Springfield? Will the proposed widening of Hilyard be used later as an excuse to achieve saturation housing loading in the South Hills? We understand that the "limited loading" concept from the South Hills Study, rather than saturation loading, was used in the Draft EIS. If so, this assumption should be spelled out in the Final EIS. Similarly, the Final EIS should delineate any operating assumptions about freeways or quasi-freeways in South Eugene. The Sierra Club vigorously opposes any new freeways or quasi-freeways in South Eugene and/or South Springfield.

(30) The Draft EIS does an excellent job of analyzing the air and noise pollution impacts of the proposed action. We are also pleased with the consideration given to the future planning of Amazon Park, to the possible vacating of 29th Street, between Amazon Parkway and Hilyard, and to the expansion of bike paths in the area. However, we want justification for the assumption that traffic volume will remain constant under both the build and no-build alternatives. We have reservations that this is a valid premise. More specifically, we flatly doubt that truck volumes will remain at 2 percent through 92, 1992, under both the build and no-build alternatives. The widening of these streets, together with the improved traffic flow, can only encourage more trucks to move through the project area. This, obviously, would mean considerably more noise impact than the Draft EIS projects.

(31) We also doubt the statement on page 28, that park access "Will not be changed by implementation of the proposal". The increased speed, if not volume,

note here, that the, with the present mass transit a lot of jobs have been created. People that drive the busses, the mechanics that take care of the busses, administration and so on, and those are permanent jobs, while the widening of this intersection is, would provide very temporary jobs.

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(29) The Sierra Club is concerned about this project for two reasons beyond its immediate geographical impact. We are concerned about what it means for future freeway development in South Eugene and what its implications are for the South Hills Study. Is the widening of Amazon Parkway and 30th Street an attempt at piecemeal freeway construction circumventing the legally-required approval of Eugene voters? Thirtieth Street east of the project area has already been widened, and plans exist for both an Amazon West "Parkway" and for a road across Mt. Pisgah. Are we eventually to have a freeway or quasi-freeway beginning somewhare out on West 11th, roaring through South Eugene and South Springfield, and finally connecting up with I-105 in East Springfield? Will the proposed widening of Hilyard be used later as an excuse to achieve saturation housing loading in the South Hills? We understand that the "limited loading" concept from the South Hills Study, rather than saturation loading, was used in the Draft EIS. If so, this assumption should be spelled out in the Final EIS. Similarly, the Final EIS should delineate any operating assumptions about freeways or quasi-freeways in South Eugene. The Sierra Club vigorously opposes any new freeways or quasi-freeways in South Eugene and/or South Springfield.

(30) The Draft EIS does an excellent job of analyzing the air and noise pollution impacts of the proposed action. We are also pleased with the consideration given to the future planning of Amazon Park, to the possible vacating of 29th Street, between Amazon Parkway and Hilyard, and to the expansion of bike paths in the area. However, we want justification for the assumption that traffic volume will remain constant under both the build and no-build alternatives. We have reservations that this is a valid premise. More specifically, we flatly doubt that truck volumes will remain at 2 percent through 92, 1992, under both the build and no-build alternatives. The widening of these streets, together with the improved traffic flow, can only encourage more trucks to move through the project area. This, obviously, would mean considerably more noise impact than the Draft EIS projects.

(31) We also doubt the statement on page 28, that park access "Will not be changed by implementation of the proposal". The increased speed, if not volume,

of vehicles moving along Hilyard under the build alternative will obviously discourage children east of Hilyard from using the park, and will spawn significant safety problems. If the project goes through, something must be done, perhaps the building of an overpass, to permit children to have safe access to the park. An additional concern we have, is that there is no consideration of the project's impact upon pedestrian traffic in the area, especially in the 30th and Hilyard intersection area.

If the proposed street widening were the only alternative to a new freeway or quasi-freeway, the Sierra Club could support it. At present however, the high cost involved and the lack of a compelling justification for the project leads us to oppose it. If the Final EIS answers the questions we raise, and if a real need for the project is shown, we will perhaps not oppose it, but we are skeptical about this happening. Until that time, we urge the Public Works Department, the Eugene City Council, and the Federal Highway Administration to let the project twist slowly in the wind while turning their attention to more urgent considerations. Thank you.

MR. REINHARD Thank you. I have a card here from Ann Morsello, representing the Amazon Neighborhood Group.

ANN MORSELLO I live at 2643 Kincaid Street, and I speak for some people who as yet haven't been heard from, and who will have very much to do with this project, whether or not it happens.

The boundaries of our neighborhood are, its bounded on the south by 30th Avenue and on the west by the Amazon Slough, so that we include Hilyard Street, from 24th to 30th. As a neighborhood, one of our first concerns was the speed and volume of traffic on Hilyard and 30th Avenues. Mr. Al Williams the Traffic Planner was invited to a meeting to answer questions about traffic problems. One of the specific problems was, how can we get to Amazon Park. It's easy to drive by, but it's not easy to get there if you're walking. The lights on 24th and 30th, are apparently actuated by the traffic flow; meaning that there's a nice smooth flow of cars and pedestrians who are waiting to cross with small children to use the swimming pool, to go to the park, or take classes at the community center, are left standing, or else they make a frantic dash. Some parents do not accompany their children, so far, I don't believe any children have been lost.

Few of the children are willing to go all the way to 30th, or all the way to 24th, unless they live close to one of these streets, so they can cross with the light.

(32) Now, he promised that we were to have a light, so that we'd be able to cross Hilyard somewhere between 26th and 28th. Instead, we're reading a report that traffic flow will be increased at the intersection of 30th. Surely this will mean that we were also having faster traffic past the park. In fact we read on page 19 of this statement that the City Council resolves that it is "in the interest of health, safety and welfare of the motoring public" to widen these roads.
(33) What about the rest of us, that walk and bicycle? Nothing at all has been said about pedestrians, some of the other speakers tonight have mentioned the pedestrian problem. Because this is primarily a residential area, and likely to remain so, according to the report, how is local traffic within the neighborhood being provided for?

The neighborhood is a desirable place to live, because it has within easy walking distance two shopping areas, one on Hilyard and 30th, and one on 24th and Hilyard. Within these areas we have two laundromats, there is, there's a grocery store, and one on 32nd and Hilyard. There are all kinds of speciality shops, a barber ship, a pharmacy, a craft and a bike repair shop. To quote from Mayor Anderson's annual speech in the Register Guard, in which he urged less dependence on the auto "perhaps we should consider in our planning the clustering within each neighborhood of facilities we have come to consider essential, so that they are available on foot". We already have these facilities, however, it is hard enough now to cross 30th Avenue. If you widen 30th and increase the traffic flow it will be almost impossible for pedestrians to get across.

I entirely agree with the speaker who brought up the problem about bicyclists crossing the bike path at Alder.

(34) There's also a ride-stop for LCC students who are not taking the bus. There are bicycle racks there, I believe it's between Harris and Kincaid. They bicycle or walk to the ride stop and then ride out, car pool out with someone from there. They won't even be able to get across 30th and so therefore, they will be forced to take a car or a bus. Some of them apparently can't use the busses, or prefer not to.

(35) Mass transit is dismissed in one brief paragraph on page 18. I wish someone would support this statement that the increase in use of busses would mean "additional busses would become caught-up in congested traffic and if anything, the delays encountered would deter people from use of, from further use of public transportation". As there is not now a bus going directly down Hilyard how do we know how many people would like to use it.

(36) Now the report has totally forgotten pedestrians; dismissed additional public transportation with one sentence, and then alludes to "heavier dependence on 30th as a connector to Interstate 5". This is on page 19. There are also allusions to this street as a connector on pages 3, 4, 10, 11, and 13. Apparently although residents of the area have been very much against any kind of freeway parkway, thru-way, expressway in this region, we're going to have it.

The report indicates that noise after widening would increase imperceptibly, and all pollutants except lead and nitrogen dioxide would decrease slightly. This is based on the hypothesis, hypothesis, that traffic flow would not increase when drivers find it easier to travel through the intersection than it has been before. It does seem a shame to increase traffic on Amazon Parkway and on Hilyard Street by widening them and making it easier for drivers; when this park has been planned as a City-wide park. The impact statement tells some of the uses that the park will be developed for, and they hope we'll have even more use of the park then we have now. However, this does seem an odd place to put, to belt a park with two busy streets where lead and nitrogen dioxide, if not, also the other pollutents are going to be increased, and where they do acknowledge even if marginally, that noise will be increased. Also, widening 30th and making the traffic faster is going to accentuate a problem that we already have, that the residents are complaining about. Residents on the hill, next to 30th are sleeping with their windows closed at night in summer because it's to noisy already.

Harris grade school borders 30th, and we certainly don't need faster, noisier traffic there, it's bad enough already.

(37) Our neighborhood definitely opposes the widening of these streets, unless there's further study of the need for faster traffic and wider roads. We charge you to answer how pedestrians will be served by having to make mad dashes across wider, busier roads. How will traffic in and out of the shopping center on Hilyard

and 30th be made safer if traffic flows past this point faster? We ask why a better study of the feasibility of increasing mass transit to the south area was not done. We ask you to answer why we are still planning for the convenience of the automobile, when it is becoming obvious that with the climate in this valley we can not go on increasing the amount of pollution by cars. We ask you to justify increasing traffic on both sides of a much used park, a busy shopping area, and beside a grade school. We also ask what benefit widening Hilyard would be to the park and it's users; there's no definite promise of closing 29th Avenue to use this part of the park. Mayor Anderson said in his annual message to the City "it may be necessary for this City to employe sweeping changes in it's approach to planning and zoning, to encourage use of alternative transportation". Further quote "to reduce our reliance on the automobile, we may have to return to the pattern of decades ago when neighborhoods were more nearly self-sufficient units". Perhaps this project is a good place to institute sweeping changes. We have an almost completely self-sufficient area, unless we are cut off from some services, by being able to cross 30th or Hilyard.

As members of this neighborhood, daily users of these streets and sidewalks, as City residents and as environmentally conscious citizens, we urge you to take this plan back to the drawing board, and to rethink your priorities.

MR. REINHARD Thank you. Yes sir.

MR. DENNIS PHILLIPS My name's Dennis Phillips, and I am buying a
(38) house at 175 East 31st. I'd like to oppose the project on the basis of one general principle, and that being my past experience with such projects, in which two lane traffic jams are changed into four lane traffic jams. I think that such a project would only be justifiable if there were some guarantee that development were at some point going to level, and at that point, if we knew it wasn't going to be useful in the future anyway, this project would still be useless, so; in any case I think in the core of it, its really not worth doing.

(39) I would like to encourage at the same time several of the changes that are included, plus a couple of others that have been mentioned tonight. The closure of 31st Street at Hilyard; the extension of the bike path from north of 30th along the west side of Amazon Creek; the creation of a bike path between the intersection of 30th and Ferry, which is in my neighborhood on the southwest corner of the project area, to connect up with the existing bike path from 30th at 30th and Hilyard, and that's about it.

MR. REINHARD Thank you. Yes sir.

GEODESIC JON SPIRAL My name's Geodesic Jon, and most of what I've thought about has been said already. We don't a, we don't need any more roads, or any more asphalt in the City.

MR. REINHARD. Thank you. Yes.

ELLEN BEVINGTON My name's Ellen Bevington, I represent Lane
(40) Transit District, and we received a copy of the environmental impact statement, and submitted a memorandum which is dated December 31, 1974. It has been received by the Public Works people, and copies of it would be available for the public at the Transit office.

I won't read the whole report. I would just like to summarize a few statements on it. Refering to page 12 in the report of the environmental impact statement it makes the remark that approximately two percent of the person trips, or two percent modal split of transit is now in effect, and that figure is 2.7 percent for the total community, and it happens to be 8 percent for the corridor that we're talking about there on 30th Street.

Specifically, we also take exception with the way alternative A is written, and with the following paragraph on page 18. I'll quote "perhaps the most important consideration, is whether or not transit can successfully alleviate congestion in the project area. Studies done for ESATS on proposed mass transit systems, indicate the general public is reluctant to give up the automobile. The number of people who would ride the bus, or another form of mass transit instead of driving would not significantally change the requirements for the improved street systems." In this memorandum we have suggested a proposed revision. I won't bother to re-read the whole revision because it's several paragraphs, but the final paragraph does read on the revision that we have submitted, "the importance of the project area to the transit system, as an intersection for the existing and proposed transit lines is comparable to the importance of the area to truck, auto and bicycle transportation modes. Additional mass transit in the project area will require additional street width and turning radii, in order to function efficiently and safely". And perhaps to summarize the report best this paragraph out of our memorandum would suffice, "in general full evaluation of alternatives should lead to a selection of a project differing somewhat from that proposed......
and if the differences should be determined by a multi-modal short range and travel corridors specific planning process. The alternative chosen should be a combination of alternatives A and D."

And I repeat again, that a draft of this memorandum, that we did submitt to the Public Works and which I would like incorporated into the hearing for this environmental impact statement is available at the Transit District.

MR. REINHARD Thank you. Anyone else who'd like to make to make a comment?

SUSAN P. ELDER Susan Elder, 4994 Center Way, which is at the very end of East Amazon; and for three years I lived on 31st Avenue, and had to cross that interchange to go to work.

(41) I've been riding my bicycle for three years and am doing it this year
to work every day, and I'd like to go on record to say that right now it is very
difficult to cross 30th Avenue on the Alder route already, and with this widening
I don't know how I'm going to get across. It takes me about 20 minutes to go to
the University already, and if I went down to the intersection itself, then I'm
subjected to all that pollution, my hair absorbs it, it's awful, you cough, I
cough, everything else. I can't imagine going under the channel there on the
bridge, cause that would add another five minutes to my commuting. Also, I'd like
to emphasize that on rainy days I do take the bus, and there's a big problem. At
(42) the Amazon, East Amazon - Hilyard intersection, cause often times the bus has to
wait for a break in the traffic there, and often times cars will come while they're
waiting for the red light and will park right on Hilyard in front of East Amazon
and that wrecks the schedule of the bus, and wrecks the scheduling of our transfering and everything downtown, because we have to go downtown first before the bus
takes us up to the University.

In my three years of experience with that intersection there, I'm amazed
(43) at all the cars that have only one person in them each morning between 7:30 and 8:00
or coming home at night, and I would say, my suggestion would be, try the transit
expansion and changes first. My idea is to run shuttle busses up and down Hilyard

and at ten minute intervals even, and people in order to eliminate the right lane problem, people living right in that area could get off, on and off a block before or after. Also you could have say day passes for 30 cents to encourage people to ride the busses in that area.

(44) Also, I think, another good thing would be to take a poll of all those people, all those people where there's just one person per car, and ask them why they aren't taking mass transit or riding their bicycles, and then refine the systems that way. Begin that way first before enlarging any of the roads. One other thing, out where I live two weeks ago Wildish Brothers and Willamette Crushing Company came, and they've already scarred the woods out there in one day and that's going to mean more cars, of course, and so will that mean another enlargement? It seems fated. Thank you.

MR. REINHARD Thank you. Is there any further testimony? If not, then the hearing is closed. Will those of you who did not fill out a card earlier, please do so now, so that we have your name and address for the record.

As I mentioned earlier, information developed during and after this hearing and all of the testimony that has been received will be on file in the Public Works Department at City Hall, and is available for public inspection and copying.

Thank you, and hearing is adjourned.

APPENDIX B

Written Comments on Draft EIS

RECEIVED
FEB - 3 1975
DEPT. OF PUBLIC WORKS
CITY OF EUGENE

Dept. of Public Works
Lane County
Eugene, Oregon

Re: Proposed widening of Hilyard Street, Amazon Parkway, and 30th Avenue

I wish this written statement to become part of the report on the above proposed project.

(45) The Environmental Impact Statement on the proposed Amazon-Hilyard project seems to concern itself almost entirely with the motoring public. We who live in the area, bicyclists (with one possible exception), and pedestrians are virtually ignored. The motoring public, it should be remembered, spends a very small amount of time in and near the intersection; there are many who call the surrounding area home, and I feel some consideration should be given us, too.

(46) The motoring public, we are told, would benefit by enlarging the intersection. But once through the intersection, where do all the cars go? In only one direction (East on 30th) is there a 4-lane road. In all other directions, the roads narrow down again to 2-lane streets, and the "improved" intersection would not help traffic flow there.

(47) Mass transit was practically dismissed as an alternative to the proposed project. It is said that only after the project is completed could busses turn in the intersection. However, the present curbs could be cut back enough to allow busses room to turn, and we could see what effect (if any) improved mass transit would have on traffic volumes.

(48) As a resident of the area, I am concerned that noise levels will increase due to higher traffic speeds and more truck traffic. Berms and tree plantings are indicated for a small part of Amazon Park, and that's a good idea, but here again the residents of the area are ignored. Protective landscaping should be planned to include as many residential areas as possible as well as Amazon Park.

(49) I am concerned about the safety of the streets. I've never heard of a street becoming safer due to widening and increased speed.

(50) The Alder Street Bikeway is not mentioned in the EIS and yet the proposed project will make more difficult and dangerous and already bad crossing.

(51) No consideration is given for the people who walk to the supermarket and other shops at the SE corner of the intersection. The proposed project will serve to isolate that shopping area--and at a time when many people are realizing once again the value of having shops within walking distance of neighborhoods, and when the mayor of Eugene is encouraging such neighborhood shops.

(52) Amazon Park will also be more isolated if the project is built. People living East of Hilyard and between 24th and 30th, and SW of Amazon Parkway already have difficulty crossing to the Park. It would be incredible were they encouraged to drive to the park, and yet that seems likely.

(53) The one possible benefit of building the project might be the bike path. The section going under the Amazon Parkway Bridge is sure to be flooded during stormy weather,

and a protective barrier between the path and the water will be required for safety.

(54) Access to Hilyard by car from 31st, 32nd, and 33rd Avenues will not be improved. Left turns from these streets onto Hilyard could be eliminated entirely if the project is built, and consideration might be given to closing 31st entirely. My impression from watching traffic in the area is that more benefit would come from installing a traffic light at 33rd and Hilyard than from widening the Amazon and Hilyard intersection.

(55) Many, many other aspects of the Environmental Impact Statement are disturbing as well, but the lack of concern for the surrounding neighborhoods is outstanding.

Monica Wiitanen

Monica Wiitanen
645 East 31st Ave.
Eugene, OR 97405

24140

3 February 1975

RECEIVED

FEB - 3 1975

DEPT. OF PUBLIC WORKS
CITY OF EUGENE

To: Eugene Public Works Department

From: Wayne Wiitanen
645 E. 31st Ave
Eugene, Ok 97405

Subject: Extension of remarks made at public hearing concerning environmental impact statement re Hilyard and 30th widening.

(56) I wish the following remarks to become part of the hearing record.

As I mentioned in verbal remarks at the public hearing on the EIS (22 Jan 1975) a discrete systems simulation of the intersection in question would provide the kind of planning information on which realistic projects could be based. I mentioned in my remarks that average usage of the intersection during peak-hour is not sufficient since it does not tell one about length of queues, amount of time spent by the motorist in various queues, and so on. As an illustration of what I believe to be a fruitful approach to a detailed analysis of such an intersection I have included a prototype GPSS (General Purpose Systems Simulator) program which would model such an intersection. (Note that GPSS is available on IBM System 360 and System 370 computers, and that such are available to the city, county, and state.) In the model below the facility being used is the intersection of 30th and Hilyard. Use of the facility is shared primarily by North-bound and East-bound traffic in the morning and by South-bound and West-bound traffic in the evening. Only one case need be studied. Use of the facility (intersection) is controlled by means of a gate (traffic light) which can be programmed to respond to traffic conditions in various ways. It is to study these ways, under various growth and rush-hour conditions, that makes a discrete systems simulation useful. In addition it specifies quite precisely what kinds of data must be collected for a thorough analysis of the problem.

Respectfully,

Wayne Wiitanen

Wayne Wiitanen

2 page attachment

```
* Prototype model for Hilyard and 30th avenue intersection
*
        SIMULATE
*
* Generate North-bound traffic
*
        GENERATE       F$POISN1,,,,1        Poisson distributed arrivals
*
* Assign direction parameters
*       1 -- straight through traffic  (probability  0.85)
*       2 -- right turn traffic        (probability  0.10)
*       3 -- left turn traffic         (probability  0.05)
*
        ASSIGN         1.F$UNIFRM           Assign value 1, 2, or 3
*
* Allow traffic to flow into queues for light and facility
* Note: straight-through and right-turn share the same queue.
*
        TEST LE        P1,K1,LTURN          Left-turn split-off
        QUEUE          LIGHT                Queue for light
        GATE LS        GREEN                Wait until light turns green
        SEIZE          INTSN                Get straight-through part of intersection
        DEPART         LIGHT                Get out of queue for light
        ADVANCE        F$DWELL              Length of time in intersection
        RELEASE        INTSN                Let next car through
        TEST EQ        P1,K1,TST2           Sort out types of traffic
        TABULATE                            Collect data on straight through
        TERMINATE      1                    Count only through-traffic
TST2    TABULATE                            Collect data on right-turn traffic
        TERMINATE                           Destroy transaction, don't count it
*
* Left turn traffic
*
LTURN   QUEUE          LTLN                 Queue for left turn in left-turn lane
        GATE LS        GREEN                Wait for light to turn green
        SEIZE          INTSN2               Seize left-turn portion of intersection
        DEPART         LTLN                 Dequeue
        ADVANCE        F$LTM                Left-turn dwell time
        RELEASE        INTSN2               Release left-turn portion of intersection
        TABULATE                            Collect left-turn data
        TERMINATE                           Destroy xact, do not count it
*
* Generate East-bound traffic
*
        GENERATE       F$POISN2,,,,1        Generate Poisson arrivials, priority 1
*
* Assign direction parameters
* Note: this code is just like that for north-bound traffic but is triggered
* when north-bound has red light. Right turns are not hindered. Straight and
* left-turn share a queue
*
        ASSIGN         1,F$UNIFRM           Types 1, 2, or 3 assigned to parameter 1
        TEST NE        P1,K1,RTURN          Sort out right turns (unhindered)
        QUEUE          LIGHT2               Wait for light
```

```
          GATE LR        GREEN              Go on green
          TEST NE        P1,K3,LTRN         Sort out left-turn traffic
          SEIZE          INTSN              Get intersection
          DEPART         LIGHT2             Dequeue
          ADVANCE        F$DWELL            Go through intersection
          RELEASE        INTSN              Done with intersection
          TABULATE                          Collect data for straight through
          TERMINATE                         Destroy xact, no count
                                            Leave main queue
LTRN      DEPART         LIGHT2             Queue for left turn time
          QUEUE          LTQ                USE left turn part of intersection
          SEIZE          INTSN3             Dwell left-turn time
          ADVANCE        F$LTM              Done with intersection
          RELEASE        INTSN3             Collect data on left-turns
          TABULATE                          Destroy xact, no count
          TERMINATE                         Enter right-turn queue
RTURN     QUEUE          RTQ                Seize intersection
          SEIZE          INTSN              Dequeue
          DEPART         RTQ                Dwell only right-turn time
          ADVANCE        F$RTM              Done with intersection
          RELEASE        INTSN              Collect data on right turns
          TABULATE                          Destroy xact, no count
          TERMINATE
*
* TRAFFIC LIGHT TIMER
* By changing this code, the behavior of the traffic light and its effect on traffic
* flow may be studied
*                                           Timer xact, priority 0
          GENERATE       0,,,1,0            GREEN LIGHT
SGN       SEIZE          GLT                SET SWITCH
          LOGIC S        GREEN              Time for north-bound green cycle
          ADVANCE        V$LIGHT            Done with light
          RELEASE        GLT                Reset switch to red
          LOGIC R        GREEN              Time spend in red phase
          ADVANCE        V$RED              Repeat cycle
          TRANSFER       ,SGN
*
* Various functions for distributions and times must be defined here
*
POISN1 -- Poisson distribution for north-bound arrivals
POISN2 -- Poisson distribution for east-bound arrivals
UNIFM -- distribution for assigning types 1, 2, 3 on a basis of .8, .1, .05 probabilities
DWELL -- time spend by straight through traffic in intersection
LTM -- left-turn time
RTM -- right turn time
LIGHT -- green-light cycle regimen
RED -- red-light cycle regimen
*
* Control
*                                           1000 cars north-bound
          START          1000
```

TELEPHONE 344-7418

ORVAL ETTER
LOCAL GOVERNMENT RESEARCH AND CONSULTATION
2783 ALDER, EUGENE, OREGON 97405

January 22, 1975

To Whom It May Concern:

After having made a brief review of the published report regarding the proposed widening of Hilyard Street, I have read in the latest issue of Urban Studies Abstracts two abstracts that strike me as pertinent to the issue whether the street should be widened as proposed. The most pertinent parts of the two abstracts are marked on the attached sheets.

One of the abstracts poses an issue that I believe deserves more consideration with reference to the proposed widening. That issue is what impact the widening would have on urban sprawl.

The other abstract attributes to transportation studies certain characteristic weaknesses. I wonder if those attributions do not apply to the published report about the Hilyard Street widening, and I urge those responsible for further consideration of the widening to evaluate the report with the critique of the abstract in mind.

Respectfully submitted,

Orval Etter

Orval Etter

ise BUILT ENVIRONMENT,

par ent of Environment, with
rati , initiated a study of the
ation of a dwelling alongside the
emo strated one practical means
tr ic noise in dwellings while
able thermal conditions. Proper
blinds on windows with a sunny
ort en in cases of high solar
eved by the use of wide-spaced
ising well-established techniques
sic via the powered ventilator
en low to minimize its effect

ave Shifted Gears," ARIZONA
pp. 1-3.

onger a separate entity; it is now
ocess in which many earlier street
ed. he comprehensive planning
construction if Arizona travel
as transportation planners know
ev of government, working
and giving careful attention to
nd wise energy allocation.

Planning?" BUILT ENVIRON-

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roads, restraint on the use of private vehicles, and development of a land use policy that takes account of the needs and limitations of the transport system. Bus lanes can increase the speed of buses, and some "bus only" streets are useful; radios and bus location systems could help reliability. Fares can result in unpredictable delays, and the implications of free fares, flat fares, zonal fares, and graduated fares need to be evaluated. Road construction is likely to continue to be the most controversial part of urban transport policy, and the coordination of transport and land use in the longer term is likely to be most difficult.

888

Putman, Stephen H., "Preliminary Results from an Integrated Transportation and Land Use Models Package," TRANSPORTATION, Vol. 3, No. 3, October 1974, pp. 193-224.

MODELS. LAND USE. TRANSPORTATION PLANNING.

The interrelationships between transportation and land use and the feasibility of balanced transportation development and land development were investigated through the use of an integrated package of land use and transportation models. From the standpoint of method, limited testing of this model system strongly suggests that the current, prevalent practice of using transportation and land use models without feedback is virtually certain to introduce significant errors in the results. The model tests suggest broad (57) policy possibilities. Congestion of networks produces tendencies toward centralization of economic activities and land use in metropolitan areas. Uncongested networks, or improvements to congested networks, produce tendencies toward decentralization. Consequently, it is possible that policies which allow congestion of networks will assist in the reduction of metropolitan sprawl while policies which relieve congestion and make travel less difficult will promote it.

889

Black, John A., "Techniques of Land Use/Transportation Planning in Australian Cities," TRANSPORTATION, Vol. 3, No. 3, October 1974, pp. 255-288.

MODELS. LAND USE. TRANSPORTATION PLANNING.

Making an overall assessment, the technical content of land-use/transportation studies in Australian cities is quite favorable. In capital cities, analytical techniques used have included multiple linear regression, a logit model, or diversion curves. In the smaller cities, modal split has been implicitly handled at the trip production stage by the stratification of that model or else avoided altogether. Criticisms of transportation studies have questioned the accuracy

28 143

899

"Citizens Help Plan Ottawa Highway," CIVIL ENGINEERING—ASCE, Vol. 44, No. 7, July 1974, pp. 60-63.

PARTICIPATION. PLANNING. TRANSPORTATION.

In 1966, the Province of Ontario began planning a new freeway to link Montreal to Ottawa. When Ottawa residents learned in late 1970 that construction of the urban link was imminent, they deluged the government with protests. The Ontario Ministry of Transportation selected the firm of M. M. Dillon Ltd. to make a study of freeway alternatives. It was decided that the public would have to be involved in the planning if an acceptable scheme were to be developed. The people in the area were surveyed to learn what they did and did not want. Information kits were distributed to 2,000 community associations, and area leaders and transportation proposals were invited. Five of the twelve proposals were found to be technically sound and a multimedia campaign was used to encourage people to express their preferences among the five, one of which was eventually chosen. The main problem was that the public was skeptical the study would do any good, and it was suggested that such skepticism could be offset by making it known in advance that the ballot results would be made public.

900

Hillman, Meyer. "Not a Carborne Democracy," BUILT ENVIRONMENT. Vol. 3. No. 7, July 1974, pp. 342-344.

TRANSPORTATION PLANNING. COST BENEFIT ANALYSIS.

(58) Too much is being asked of transportation planners. They are able to proceed with their work only by making simplifying and distorting assumptions of the synonymity of the movement of people and vehicles, the universality of car ownership, the availability of the household car, and the existence of a balance between public and private transport. Transportation studies have to date mainly ignored the need for people to move about, resulting in diminution of the quality and convenience of the pedestrian environment. Planners have recognized that public transport vehicles and private cars make different and inherently conflicting demands on urban structure, but it has been presumed that sufficient money could resolve the differences. Such a solution is based on assumptions which favor the car. Even worse, techniques are focused on problems caused by peak hour traffic. Social costs are measured within a narrow framework. The time of bus users and pedestrians is valued at half that of car users. In the future, the field must be dominated by social conditions, with accident prevention paramount.

CHAPTER OFFICE

Sheraton Motor Inn—Lloyd Center
1008 N. E. Multnomah Street
Portland, Oregon 97232
Phone: 503 / 288-5821
Kenneth W. Twist, *Manager*

DISTRICT OFFICE

Wildish Building
1445 Willamette Street
Eugene, Oregon 97401
Phone: 345-4122

1174 Commercial Street, S. E.
Salem, Oregon 97302
Phone: 585-5756

REPLY TO

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Gerald Baughman, *Vice President*
George Lord, *2nd Vice President*
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THE ASSOCIATED GENERAL CONTRACTORS
of America, Inc.

1974

SKILL RESPONSIBILITY INTEGRITY
OREGON COLUMBIA
CHAPTER

January 29,1975

Mr. Dave Reinhard
City Planning Engineer
City of Eugene
Oregon 97401

RE: 30th - HILYARD INTERSECTION

Dear Mr. Reinhard:

(59) This intersection is a real bottleneck. Trucks, cars, buses and people suffer. We support your planning and the City of Eugene's efforts to correct a real problem area.

Very truly yours,

John Boyer
John Boyer

JB:ro

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CITY OF EUGENE

January 27, 1975

Public Works Department
Eugene City Hall

Dear Sirs:

Reasons against widening the Hilyard-30th Ave. intersection are as follows:

(60) 1. The proposal to reconstruct the Hilyard-30th Ave. intersection further encourages an automobile-orientated society in times of fossil fuel shortages and air pollution and strongly neglects bicyclists, pedestrians and bus riders. Most of the cars using this intersection at peak hours contain only one person, the driver himself. Magnaminously enlarging this intersection for the "...health, safety and welfare of the motoring public" that is..."reluctant to give up the automobile" thus becomes a travesty. For three years as a resident of W. 31st. Ave. I darted across Hilyard daily to catch the bus, bicyle to the U of O, or merely to do shopping or laundry. Each crossing was hazardous, chaotic and noxious. The proposed widening would make the crossing insurmountable. Neighborhood residents will be required to use their own cars as protective armor for access even to the shopping center!

(61) 2. All drivers using the intersection at rush hours should be surveryed first to explore their reasons against using mass transit. I frequently ride the Willamette bus from 50th and Center Way where I now reside to the University and home again after work. I can surmise some of the negative reaction towards the bus system:

a. Students and staff at the U of O and LCC from my area must endure a long, grueling, stuffy bus ride downtown before transfering to buses bound for campus. At peak hours there is standing room only with the standers crunched together. It takes me 35 minutes by bus to go to work and an hour to return home, if the bus schedule isn't delayed.

b. $.30 one way is prohibitive if one uses the bus more than twice in one day or stops off for errands on the way, or if more than one member of a household uses the bus.

c. Buses don't correspond well with class and work schedules. One arrives either too early or late.

(62) With a portion of the $483,000 mass transit could be refined. There could be shuttle buses up and down Hilyard at 10 minute intervals, or express buses at peak hours. All day passes for $.30 could be issued. People living in the area of the intersection could catch the bus a block before or after the intersection to eliminate the right lane problem mentioned in the impact report.

(63) 3. It is presently very difficult to cross the intersection at Alder and 30th by bicycle. The Alder route is used extensively by workers as myself and students bicycling to the U of O and downtown. How does the Highway

plan to help us when 30th Ave. is widened even more? Use of the proposed bicycle under-crossing at 30th and Hilyard would take another 10 minutes at least plus dangerously expose us to noise and air pollution. Gas and tire fumes from moving cars already hover over the intersection in concentrated forms.

(64) 4. The Willamette bus must frequently wait for a break in traffic at the E. Amazon-Hilyard intersection. Often cars will line up waiting for the 30th and Hilyard redlight and block the crossing of the bus. When the bus is delayed, schedules and transfers are wrecked. With the widening of Hilyard, the problem is increased.

(65) 5. A few weeks ago Wildish Sand and Gravel and Willamette Crushing Co. demolished and scarred the woods at the end of Center Way which means the start of another development. And houses are zestfully being build in gaping mudholes at the end of Nectar Way. The meadows have been razed and the fir and pine trees uprooted. More cars on the way to the intersection. More encroachment of park land?

(66) 6. Instead of accepting the enticements of federal money deadlines for piece-meal freeways and expressways, petition the government for immediate funding of a developed mass transit. Engender our health and serenity through insuring peaceful, quality, verdant neighborhoods and parks, free from the eminence of noisey, exhausting cars. In ten years automobiles may be too expensive to buy as stated by a transit expert in our own planning department, and fuel reserves will be even more depleted. The Hilyard-30th reconstruction then would be an anachronistic fiasco symbolizing short-sighted, selfish interests and unskilled planning for alternative futures.

Sincerely,

Susan P. Elder

Susan P. Elder
4995 Center Way
Eugene, OR 97405
tele.: 345-8230

January 17, 1975

Oregon State Highway Department
c/o Eugene Public Works, Dept.
Eugene, Oregon 97401

Dear Friends,

As a home owner, resident, and user of Hilyard and the Parkway daily for the past five years I am ADAMANTLY OPPOSED to the widening of either of these roadways.

I am opposed because:

(67) It is very difficult to get across these streets on foot already in order to enjoy the parkway, or traveling by foot or bicycle.

(68) There are very few times that I have found the traffic to be bothersome....only at two short rush times.

(69) Almost every car going thru at rush time has only one occupant. To widen the street will endorse this wasteful use of energy, public funds, living space....and will not give us any incentive to find alternatives.

(70) Already the street is almost to dangerous to bicycle. I gave up bicycling to work because there was very little room to ride.

(71) And lastly, the livibility of the homes right along Hilyard will be severely impaired. If any member of this commission will be willing to live in these homes after the street is widened, I would be honestly surprised.

This isn't Los Angeles, and we don't have to rush to pattern ourselves after the sprawling giants whose residents are leaving as fast as they can find the opportunity.

Thank you,

Carol

Carole Freeman
2525 Potterm 2883 Pearl
Eugene, Oregon 97405

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CITY OF EUGENE

37

Lotte Streisinger
Rt. 4, Box 311
Eugene, Oregon 97405

Jan. 22, 1975

To whom it may concern,

I would like to comment on the State
Highway Division's plans to widen
Hilyard St. at 30th Ave. In my opinion
public funds should *not* be expended
on this project. As indicated in the
enclosed clipping from a recent *Register*
(72) *Guard*, the use of the private automo-
bile is declining in Oregon. This trend
is certain to continue as gasoline
becomes scarcer and more expensive.

My *family* passes the intersection
in question whenever we drive into
town, which we try to do as in-
frequently as possible. If there were
a bus on Hilyard St. we would drive
even less frequently, and so would
others, thus reducing the congestion
at the intersection. More public funds
(73) should be spent on improving public
transportation rather than on con-
veniences for the private car.

Sincerely yours,
Lotte Streisinger

Feather-footed Oregon drivers using less gasoline

By JERRY UHRHAMMER
Of the Register-Guard

If you're a typical Oregon motorist, you've been helping to write a brief-but-remarkable postscript to last winter's Great Gasoline Shortage.

Simply put, you've been driving less.

Despite the fact that gasoline has become generally plentiful again, you and other typical Oregon motorists haven't returned to the free-wheeling, get-up-and-go habits of the pre-shortage era — that not-so-long-ago past when only environmentalists, not government officials, were preaching energy conservation.

While gasoline use has rebounded from the darkest days of the shortage, the level of consumption remains below pre-shortage levels, according to the State Motor Vehicles Division.

In fact, in the six-month period from June through November, 1974 — the latest period for which gas tax gallonage figures are available — Oregonians burned up slightly less (1.1 per cent) gasoline than they did in the comparable period in 1972, the last "normal" year.

THIS CUTBACK IS all the more striking when considered in terms of what-might-have-been.

In the two-year interim, Oregon's population has grown about 4 per cent — the 2 per cent annual increase is triple the national growth rate. And that means a constant influx of additional motor vehicles and increased consumption of the fuel that makes those vehicles go. (Exact vehicle registration figures aren't available.)

Traffic on state highways had been increasing 7 to 8 per cent annually prior to the gas shortage, reported State Traffic Engineer L. E. "Bud" George. But Highway Division traffic counts for the first 11 months of 1974 show the negative influence of those January-February days when Oregon's gas famine ranked as one of the most severe in the nation.

Highway division traffic counters show a 4 per cent decrease from the previous year, rather than the 6.6 per cent increase that had been predicted. Thus, there was an overall 10.6 per cent decrease from the traffic volumes expected.

The onset of Oregon's gasoline shortage came in mid-1973 — long before it hit the rest of the nation — and increased in severity as the months went by. December of 1973 was very bad, and January 1974 was worse.

Remember the long, long lines as motorists waited in the early morning darkness for stations to open briefly and sell their small daily allotments? Remember the signs that said "regular customers only?"

IT WAS JUST A YEAR ago last week that the "odd-even" system — the brainstorm of state energy information chief Don Jarvis — went into effect, bringing at least a glimmer of order out of the chaos. Before the gasoline shortage abated nationally, 18 states from Hawaii to New Jersey adopted the Oregon system.

The gasoline supply remained pinched, however, until the federal energy program's new allocation system began working. Finally, in March, the lines outside service stations disappeared.

BUT PERHAPS the most interesting aspect of the gas shortage aftermath is the reaction of the Oregon motorist himself. After those months of deprivation, he didn't go on a driving binge.

The federal gas allocation system remains in effect, but sizeable percentages of Oregon's allocation are going unused — by Oregonians, anyway. In November, Oregon's allocation was 112,611,000 gallons — but only 83 per cent of that amount was sold.

Every month since last July, Oregon's gasoline consumption has ranged from 6 to 17 per cent below the allocated amount.

Energy authorities said they suspect this is why some service station operators are being pressured by oil companies and distributors to sell more gasoline — even though President Ford is urging increased conservation of energy, including gasoline.

The gasoline consumption figures for Oregon suggest that this state's motorists already are conserving on petroleum, that the trauma of last winter's shortage brought a basic change in motoring habits.

Energy and highway officials say they can only guess about the precise reasons for this basic change.

But there is general agreement — usually based upon personal experiences — that Oregonians aren't traveling as much. When they do travel, they make shorter trips. And generally there is more planning involved — making one trip serve more purposes.

Why are they reacting this way? Here are some of the guesses:

- The cost factor. It costs more to drive your car now. A Federal Energy Administration spokesman in Seattle said the average price of gasoline in May, 1973, was 38.9 for regular and 41.9 for premium. Prices have gone up since then to the present average of 53.9 for regular and 56.9 for premium.

- The economic slump.

- The 55 mph speed limit. Oregonians are generally cooperating — and burning less gas per mile. The Highway Division reports that the average speed during the gas shortage was 55 mph, and it has now leveled off at 60.2 mph — 10 mph slower than in pre-shortage times...

- "Some people, a larger number than most experts are willing to admit, are conservation minded," ventured a federal official.

- Finally, uncertainty over what the future holds in store for motorists. Still higher gasoline prices? Rationing?

Those are the possibilities — or alternatives — that loom on the horizon as the Ford Administration and Congress struggle to cope with the problems that stem from America's dependence on imported oil.

Jan. 26, 1975

Mr. Reinhard,

my husband and I strongly oppose the Hilgard-30th project for the following reasons:

(74) ① We believe that the widening of the streets will encourage speeding and increase the noise level, thus endangering children & animals in the residential & park area.

(75) ② To facilitate the use of cars futher is ridiculous in this age of air polution & fuel shortage.

(76) ③ Covering good land with more asphalt will increase run-off, resulting in drainage problems, eventually.

(77) We use the 30th-Hilgard intersection daily. In the winter we use our car - in the spring & Summer, we ride our bikes or bus to work. Please don't make it easier for us to use our car. If any improvements are made in this street system - we would

support an improved bike path, this would benefit adults, children & animals.

(78) Please consider other alternatives such as working w/ Eugene businesses & LCC on planning staggered work hrs. to offset the old 9-5 routine. It will take time - but we are willing to wait the extra couple of moments we wait at 30th H. each day for the next couple of years - better that than more asphalt & concrete.

Please enter our opposition in the written record.

Thank you!

Loretta J. Conger

Robert Conger

5360 NECTAR WAY
EUGENE 97405
344-3069

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JAN 21 1975

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CITY OF EUGENE

January 17, 1975
7-Catus Drive
Havre, Montana
59501

Department of Public Works
777 Pearl Street
Eugene, Oregon 97401

Attention: David Reinhard

Reference your letter of January 3, 1975 the following is testimony.

SUBJECT: Re-zoning from Residential to Residential-Commercial

(79) 1. It has come to our attention that highway (30th Avenue East) may be developed into a four (4) lane highway, that the property presently owned by me ET ux; zoned residential should be considered for residential-commercial for the following reasons:

(a) Home located on the corner of 30th Avenue East and Alder Street. Legal description Lot 1, Block 2, Nobhill, as platted and recorded in Volume 19, page 25, Lane County Oregon Plat records, in Lane County Oregon.

(b) The location normally lends itself to a heavy traffic pattern (30th Avenue to Lane Community College and main arteries to inter/intra state travel). Alder goes to University of Oregon.

(c) South West Corner (note on plat enclosure) is a shopping center directly across from our property.

(d) The distance between highway and sidewalk on the South side of 30th Avenue East is approximately 15 feet. Former city planning was aware of space required to satisfy comfort to home owners (even with 2 lane highway).

(e) Owners consideration appears to be in order.

(f) We certainly respect all aspects of keeping Oregon as near pollutant free as possible and understand the factors to be considered in re-zoning, however I am sure your aware of residentail-commercial zoning would not allow pollutant type business in the area so zoned.

(g) Our property if zoned residential-commercial would be a convience corner for local citizens. It is presently used for bicycle tie-ups and hitch hikers going to the Universities.

31 155

(i) Recommend a review of Nobhill
Deed documents specifically paragraphs 3, 5, and 9 conditions, restrictions and easements, recorded March 18, 1954, Reel 34 Clerks Reception No. 25465. Deed records of Lane County Oregon.

SUMMARY: At the time of our purchasing property we were not aware of the highway expansion program. The noise level was tolerable but with the advent of widening Highway 30 Avenue East, would cause an increase of noise and may cause an increase in pollutants. The desirability of property as residential would certainly be less desirable and consequently cause an undue hardship to the owner. It is felt that your understanding of our position will be both beneficial to the city, county, state and owners of the property. Our appreciation is certainly extended to you for your courtisies and prompt reply.

Sincerely,

Edward D. Casolaro

RESOLUTION FROM CITIZENS COMMITTEE FOR TRANSPORTATION PLANNING OF

Lane Council of Governments

(80) The Citizens Advisory Committee for Transportation Planning recognizes that there is a problem in the area of 29th Avenue/Amazon Parkway and Amazon Parkway/30th Avenue, but has a concern that the plans as developed do not fully take into account the needs of mass transit or do not provide for adequate bicycle-pedestrian movement.

Wanda Henson/ Chairman

22 January 1975

January 21, 1975

MEMORANDUM

TO: Public Works Department

FROM: Ruth Bascom, Chairman, Eugene Bicycle Committee

RE: Environmental Impact Statement on the proposed 30th & Hilyard Improvements

(81) The Eugene Bicycle Committee request that the Environmental Impact Statement include more detailed discussion of bicycle and pedestrian facilities needed in the 30th and Hilyard area.

The following are specific suggestions we believe should be included in the statement:

1. The bike path on the west side of Hilyard from 29th to 33rd should be 12 feet wide.
2. From 33rd to the southern terminous of the project, provision should also be made for a bike path.
3. Alternatives to the underpass at 30th and Hilyard should be provided in case of bad weather.
4. Bike lanes in or adjacent to the street on Amazon Parkway as it approaches Hilyard should be provided.
5. Sidewalks usable as bikeways (for those who prefer this to the streets) should be provided on both sides of 30th.
6. Convenient bike pedestrian crossing of this proposed giant intersection should be provided on all four sides. (This is true even on the west since the bike underpass will lie west of the Amazon Channel.)
7. Landscaped islands in the center of the intersection could add attractiveness to this street wasteland as well as safety for pedestrian movement.

Thank you for your consideration of these suggestions.

Ruth F. Bascom

CITY OF EUGENE
INTER-DEPARTMENTAL MEMORANDUM

Date January 17, 1975

To: David Reinhard, Transportation Planning

From: Pat Decker

Subject EIS for 30th-Hilyard-Amazon Widening Project

In general, the Environmental Impact Statement for the 30th-Hilyard-Amazon Widening Project answers any questions I might have about the project, but there are several observations I would like to make about the Statement. In order of importance, they are:

(82) 1. Although improved signalization of 30th and Hilyard is indicated, there is no detailed discussion of the type of improvements that are planned. My major concern here is for the flow of bicycle traffic through this intersection. If self-actuated signals are used, bicycle push buttons should be installed at all four corners of the intersection. The proposed bicycle underpass will serve bicyclists travelling on the separated bike path on the west side of Hilyard allowing them to cross under 30th, but it will not serve bicyclists travelling on Hilyard Street on either the east or west side of the intersection or travelling east-west on 30th Avenue or attempting to make turning movements at the intersection.

(83) 2. Page five refers to "neighborhood groups of note," but excludes the Amazon Neighbors, for which 30th Avenue is the northern boundary. Although the group is not formally chartered at this date, a charter has been submitted to the City. Does the note-worthiness of the groups mentioned in the Statement mean that they will be formally notified of the project and asked for input at the conceptual and design stages?

(84) 3. Page five also indicates "there may be some possibility for rezoning for multiple-family residential along 30th Avenue." That is probably not an accurate statement. The 1990 Plan indicates the area as low density residential, or 1 to 10 dwelling units per acre. Within the existing RA and R-1 zoning in the project area, application could be made for a Planned Unit Development (PD) suffix and this suffix would allow multiple family dwelling types within the general low density range. However, the statement appears to imply more than this dwelling unit type option, which is available throughout the city. The statement should therefore be revised or deleted.

PD:pf

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CITY OF EUGENE

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DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (m)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

5922/19-1
Ser mep 1534
16 DEC 1974

G. N. Hopkins
Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Draft EIS, 29th Ave. - Alder
Street Section Amazon Parkway,
Lane County, Oregon

Dear Mr. Hopkins:

Thank you for the opportunity to review this project. The Thirteenth Coast Guard District makes the following comments.

We emphasize the need to prevent any discharge of petroleum or a hazardous substance into Amazon Channel. From information available it appears this waterway is a navigable water of the United States as defined under the Federal Water Pollution Control Act as amended in 1972 (33 USC 1321).

(85) Under the Federal Water Pollution Control Act, virtually any discharge of petroleum or a hazardous substance in a harmful quantity constitutes a violation of the Act. To preclude such a violation we recommend rigid precautionary measures be taken to prevent discharges.

December 18,
1974

Sincerely,

S. S. BECKWITH
Captain, U. S. Coast Guard
Chief, Marine Safety Division
By direction of the District Commander

cc: G. L. Green, FHWA
F. B. Klaboe
J. H. Versteeg
Gary Potter
H. S. Cox
D. E. Swan
B. L. Gifford

12-19-74
xc: Gary
Newt
Dan
Linda

Ben/X

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DEC 18 1974
PROJECT MANAGEMENT SECTION

SENT
BEN GIFFORD

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DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

13 December 1974

NPPEN-EQ

Project Management Section
State Highway Division
Salem, Oregon 97310

LANE

Dear Sirs:

We have received and reviewed the draft environmental statement for 29th Avenue - Alder Street Section, Amazon Parkway - 30th Avenue Lane County, Oregon. The following comments are provided for your consideration.

(86) The proposed bicycle underpass at Amazon Bridge may be subjected to erosion damage during heavy winter rains and runoff unless adequate vegetation and/or riprap is provided. In addition, further consideration should be given to the relationship of the project to the periodic flooding noted on page 6.

This opportunity to review and comment on the draft statement is appreciated.

Sincerely yours,

Patrick J. Keough
L. J. STEIN
for Chief, Engineering Division

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PROJECT MANAGEMENT SECTION

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BEN GIFFORD
11-27-74

44

UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Science and Technology
Washington, D.C. 20230

Gjo

December 19, 1974

Mr. G. N. Hopkins
Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

The draft environmental impact statement for 29th Avenue-Alder Street Section-Amazon Parkway, 30th Avenue (FAUS 5104), Lane County, Oregon, which accompanied your letter of November 27, 1974, has been received by the Department of Commerce for review and comment.

The statement has been reviewed and the following comments are offered for your consideration.

(87) Bench marks, triangulation stations, and traverse stations have been established by the National Geodetic Survey in the vicinity of the proposed project. Construction required for the project could result in destruction or damage to some of these monuments.

The National Geodetic Survey requires sufficient advance notification of impending disturbance or destruction of monuments so that plans can be made for their relocation. The National Geodetic Survey recommends that provision be made in the project funding to cover costs of monument relocation.

Thank you for giving us an opportunity to provide these comments, which we hope will be of assistance to you. We would appreciate receiving a copy of the final statement.

Sincerely,

Sidney R Galler
Sidney R. Galler
Deputy Assistant Secretary
for Environmental Affairs

cc G. L. Green, FHWA
F. B. Klaboe
J. H. Versteeg
Gary Potter
H. S. Cox
D. E. Swan
B. L. Gifford

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PROJECT MANAGEMENT SECTION

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UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
1218 S. W. Washington Street, Portland, Oregon 97205

December 12, 1974

Mr. G. N. Hopkins
Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

We have reviewed your Draft Environmental Statement, 29th Avenue-Alder Street Section, Amazon Parkway-30th Avenue (FAUS 5104), Lane County, Oregon.

We have no comments on this Draft Environmental Statement. We appreciate the opportunity to review your proposal.

Sincerely yours,

James W. Mitchell
James W. Mitchell
State Conservationist

12-16-74

cc: G. L. Green, FHWA
F. B. Klaboe
J. H. Versteeg
✓Gary Potter
H. S. Cox
D. E. Swan
B. L. Gifford

RECEIVED
DEC 16 1974
PROJECT MANAGEMENT SECTION

BEN GIFFORD

DATE: December 31, 1974

TO:
Local Government Relations Division
240 Cottage Street S.E.
Salem, Oregon 97310

FROM:
Lane Council of Governments
135 Sixth Avenue East
Eugene, Oregon 97401

By Kenneth P. Battaile

Planner
Title

SUBJECT: Eugene: Amazon Parkway-30th Avenue; 29th Avenue-Alder Street

Type of Referral: Environmental Impact Statement (Draft)

We have reviewed the proposal for its relationship to existing or proposed plans or programs of this agency and comment as follows:

( ) We approve as submitted.

( ) We have no comment.

( ) It has no significant effect.

( ) More information is needed for an adequate response.

( ) We disapprove because of adverse effects as noted in the comments.

(x) Additional comments are included for project improvement.

COMMENTS

We are impressed with this report and can add only the following comments or questions:

(88) 1. Is the "bottle-neck" condition being transferred to another location by this improvement? If so, a discussion of this would be appropriate.

(89) 2. Could the DEQ noise regulations and their relevance be discussed?

(90) 3. There is going to be a loss of parkland. What measures are going to be taken to mitigate this loss? Is there to be a firm commitment to close 29th Avenue--thus reducing the loss of parkland?

(91) 4. Did the Lane Regional Air Pollution Authority receive a copy of the report?

Comments reflect review by the following agencies:

cc-City Engineer, City of Eugene

MUNICIPAL UTILITIES
EUGENE WATER & ELECTRIC BOARD
500 EAST 4TH AVE. - P.O. BOX 10148 - EUGENE, OREGON 97401 - 503-343-1881

COMMISSIONERS:
JOHN A. TIFFANY, Pres.
RICHARD F. FREEMAN, Vice-Pres.
TAYLOR RAMSEY
JOHN S. REYNOLDS
CALVIN L. SCHMIDT

KEITH PARKS, Gen. Mgr.

January 7, 1975

City of Eugene
Dept. of Public Works
777 Pearl Street
Eugene, OR 97401

Subject: 30th-Hilyard-Amazon Widening Project

Gentlemen:

(92) The Eugene Water & Electric Board presently has a 69 kV transmission line located on the west side of Hilyard Street. This line is a major source of power to the distribution substation located at 29th & Hilyard.

As a result of this project, EWEB would have to move its line to the west. This line could be relocated along the edge of the sidewalk between the sidewalk and Amazon Channel.

There are several distribution poles located close to the intersection that will have to be moved. At the present time these can be relocated for the project.

If there are any questions regarding these relocations, please contact me.

Sincerely yours,

Malcolm T. Trupp

Malcolm T. Trupp, P. E.
System Engineer

MTT:vm

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LANE TRANSIT DISTRICT

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December 31, 1974

MEMORANDUM

TO: Eugene Public Works Department
Lane Council of Governments

FROM: Lane Transit District

SUBJECT: 30th - Hilyard - Amazon Widening Project

In response to the Draft Environmental Impact Statement on the 30th & Hilyard project, the following includes comments and questions about specific items in the report, as well as a generalized response:

(93) Page 1: Will any additional intersections in the project area be signalized, either as part of this project or part of another?

(94) Page 9: Current transportation planning also includes planning for short-range transit improvements.

Page 12: Line 2, replace "half-hour schedules" with "30 minute headways."

Page 12: Line 8, replace "bus" with "route."

Page 12: Line 10, as an express route, the LCC Limited does not stop at every intersection along the route. However, it does stop at major cross streets and transfer points, and does serve the residents of the project area.

Page 12: Line 14, since then patronage has declined, but an increase in October, 1974 brought ridership back to April levels. Many of the additional riders are LCC students and staff. During peak hours frequency of service on the two LCC routes (LCC via Harris and LCC Limited) combined

P. O. Box 1135, Eugene, Oregon 97401 • Telephone: 503/687-0613

numbers seven buses per hour. Load counts of buses on 30th indicated approximately 1,250 person-trips per day in early October.

Page 12: Line 22, . . . accounts for about 12,000 daily person-trips, or about 2.7% of the total in the urban area. On 30th Avenue, transit riders account for approximately 8% of total person-trips. Even with further substantial increases in ridership . . .

Figure opposite to page 13: See current graph enclosed. Print to show Y-axis coordinates in final copy.

(95) Page 17: This section requires extensive revision from a multi-modal planning standpoint. It should be noted, however, that full consideration of "Alternative A" would have involved further consultation early in the project planning stages.

Proposed Revision, Alternative B

Improving mass transit has resulted in a decrease in the number of vehicles expected to travel on the Hilyard Street and 30th Avenue - Amazon Parkway network. Air pollution and congestion also have been reduced below expected levels, without acquisition of additional right-of-way.

While the nature of these incremental changes makes improved mass transit a desirable type of solution, transit improvements for this project area alone will be insufficient to obviate the need for increased street width in the area.

In order to attract a shift in travel mode to transit, improvements must be made. Types of improvement include comfortable, reliable rolling stock, bus stop signing, passenger waiting shelters, information systems, access to routes, an attractive fare structure, and factors affecting travel time.

Factors affecting travel time for the transit patron include walking distance to a route, frequency of service, coordination of schedules for transfers, timing of bus schedules to meet patrons' schedules, availability of express service, and vehicular congestion on the right-of-way.

As trips passing through the project area originate in a wide variety of locations, an urban area-wide approach to transit improvements is needed. Such a program is being conducted by the Lane Transit District. The rate of progress of the program is determined by the extent to which public and private funds are allocated to transit on an urban area-wide basis.

Transit improvement projects for specific travel corridors have been designed in other cities (e.g. park 'n' ride stations, exclusive busways, etc.). A corridor-specific transit study of the 30th and Hilyard area could result in similar recommendations.

The current transit routes in the project area leave much to be desired. Many passengers wish to transfer from the E. & W. Amazon, Fox Hollow, and Willamette St. routes to LCC and the University of Oregon. Transit studies currently in progress as part of the reappraisal of the E-SATS plan indicate the need for a major non-CBD transfer point in the project area. Traffic congestion under alternatives A or B will make this an undesirable situation.

The importance of the project area to the transit system as an intersection for existing and proposed transit lines is comparable to the importance of the area to truck, auto, and bicycle transportation modes. Additional mass transit in the project area will require additional street width and turning radii in order to function efficiently and safely.

(96) Page 22, Construction Inconvenience: During the actual construction of the project, detours will have to be established for transit routes. Temporary signing changes will be necessary to inform waiting passengers.

(97) Page 28: COORDINATION WITH OTHER AGENCIES should include Lane Transit District.

(98) In general, full evaluation of alternatives should lead to selection of a project differing somewhat from that proposed under Alternative D. The nature and extent of the differences should be determined by

a multi-modal, short range, and travel corridor specific planning process. The Alternative chosen should be a combination of alternatives A and D.

Specifically, provision should be made for bus stops for existing and future routes, passenger waiting shelters, bus to bus transfer movements, bicycle to bus transfer, and bicycle parking. All of the improvements in Alternative D should be included in a new alternative. The above-mentioned activities may be best located somewhere in the project area other than at the site proposed for reconstruction. Additional right-of-way may be required for shelters and turn-out bays.

DAR/sb
Enclosures

3445 Potter St.

January 28, 1975

David Reinhard
Department of Public Works
City of Eugene
Eugene, Oregon 97402

Dear Mr. Reinhard:

We wish to object in the strongest possible terms, as residents of the neighborhood affected and as taxpayers and residents of Eugene, to the proposed Hilyard St./ 30th St. Highway interchange project.

These are our reasons:

(99) 1. The proposed project has costs (noise pollution, dehumanization of the neighborhood, encouragement of further piecemeal scattered growth, disincentives to mass transit and bicycle transportation and high financial cost) which far outweigh any possible benefits.

(100) 2. The specific design proposal is too limited in its response to real community needs.

(101) 3. The proposal is at least 10 years obsolete in responding to a simplistic projection of unlimited growth of automobile traffic. The future clearly holds other, more likely, possibilities.

(102) 4. The involvement of Federal funds in the project acts to hinder evaluation of the project from the community standpoint.

(103) 5. Further response from the citizens of Eugene and this neighborhood must be solicited in the context of the likely consequences of this project before making a final decision. A neighborhood organization is now forming.

in the coming months this organization can take a responsible role in defining the needs and concerns of this neighborhood. Final decision should include this information.

We welcome further discussion.

Daniel R. Marshall
Daniel R. Marshall
Barbara L. Marshall
Barbara L. Marshall

2/3/75

Dear Mr. Reinhard,

(104) I attended a public meeting a couple of weeks ago concerning the widening of Hillyard. I spoke with you from 4:15 until 5:00.

I am appalled at the lack of foresight and vision shown by you & yours. Like robots you're following essentially the same masterplan of concrete and speed that has ruined cities all across the country. Hail Rockefeller! Praise General Motors! Hail Pollution!

You struck me as an intelligent, perceptive, and aware person. You should have better transportation alternatives than tearing up the park and speeding up the almighty traffic flow.

I have wood to chop, students to teach, people I love to spend time with. I've read your 53 page rationalization. It's specific, orderly, scientific, and persuasive. It's also quite insane.

Thank you,

Jerome S. Garger
3460 Pearl
97405

RECEIVED
FEB 5 - 1975
DEPT. OF PUBLIC WORKS
CITY OF EUGENE

February, 1975

To: Mayor L. Anderson
Councilors W. Beal, R. Bradley, B. Hamel, E. Haws, G. Keller,
N. Murray, E. Shirey, T. Williams

REQUEST TO RECONSIDER WIDENING OF HILYARD ST., AMAZON PARKWAY, AND 30TH AVE.

We citizens and organizations of citizens of Eugene urge the City Council to reconsider its approval of the proposed $483,000 project of widening Hilyard St., Amazon Parkway, and 30th Ave. The Eugene Public Works Department is presently completing the final Environmental Impact Statement for this project to send to the Federal Highway Administration for project approval.

The initial determination of "need" for this project was made several years ago. Since then the transportation picture has changed considerably. Some changes include an uncertain energy situation, new regulations concerning air quality, new laws which allow money available for projects such as this to be used for public transit improvements instead, and adoption by the City Council of the 1990 Plan, which includes the following transportation goal: "Public policies, particularly land use and transportation planning policies, should be directed toward limiting passenger automobile use while simultaneously developing alternative modes of transportation."

(105) Given the transportation picture in 1975, no transportation problem should be solved by simply widening streets to accomodate projected automobile volumes for two decades into the future. Yet this is how the "need" for the widening of Hilyard St., Amazon Parkway, and 30th Ave. was determined. Automobile volume projections were taken from the 1967 E-SATS Interim Plan. These projections assume 0 % person-trips by public transit and a mid-1960's rate of car ownership and car trip-making. These are questionable assumptions given today's economic and energy situation. Based upon these projections up to the year 1992, plans were made to widen the streets to provide a fast, even, peak-hour flow for the projected auto volumes. According to the Draft Environmental Impact Statement for the project, almost no consideration was given to public transit as an alternative or complementary solution for the projected trip demand. Lane Transit District points out this deficiency in its review of the Impact Statement in a Memorandum dated December 31, 1974: "...full consideration of 'Alternative A' (Mass Transit) would have involved further consultation early in the project planning stages."

(106) Even if an "automobile only" solution were an acceptable approach in 1975, we question the need for widening these streets. The Metropolitan Area Transportation Committee (The L-COG policy group for transportation planning, consisting of representatives from each local government) recently adopted a standard for classifying streets as "deficient" and needing improvement. The 1975 peak-hour auto volume of all 3 of these streets is substantially less than that required to categorize them as deficient according to this standard. Even with auto volumes projected to 1992 with 0 % transit, Amazon Parkway in 1992 would not be categorized as deficient—in fact, it would be operating at Level of Service C, the level of service considered acceptable for peak-hour urban traffic. Yet the width of Amazon Parkway is proposed to be increased by more than 100 %.

(107) Were the transportation improvement project to be planned jointly with the Lane Transit District, the proposed improvement might be altered significantly. Lane Transit District has expressed an interest in a major transfer point in the project area. In order to accomodate one, the streets of this area might have to be modified. But the modification should depend on total transit planning for the entire project area. For example, it is not clear, without evaluating alternative designs for transit usage, that widening Amazon Parkway to accomodate future bus needs is preferable to leaving 29th St. open for transit use.

Other important transit considerations for the planning of physical improvements at the intersection are the location of bus turn-outs or turn-arounds in relation to pedestrian crossings, bikepaths, bike rack areas, and bus shelters. None of these considerations has been addressed in the Draft Environmental Impact Statement or the project design.

(108) We are concerned also that the project, as proposed in the Draft Environmental Impact Statement, gives inadequate consideration to the effect of widening these streets on pedestrian and bicycle movement. Amazon Neighbors, a chartered neighborhood association which is bounded on two sides by 30th Ave. and Hilyard St., has pointed out that widening will increase the difficulty and danger of access by residents to Amazon Park and to the neighborhood commercial complex south of 30th Ave. It also will increase the difficulty bicyclists now have in crossing 30th Ave. on the Alder St. bike route. Residents of this area fear that the increased speed and volume of traffic which will result on 30th Ave. and Hilyard St. from widening will mean that they, too, have to take to cars rather than walk or bike--in sheer self-defense.

(109) Amazon Neighbors also points out that the Draft Environmental Impact Statement mentions noise levels for some 30th Ave. residences will exceed Federal Highway Administration standards, but does not concern itself with the increased noise in the neighborhood as a whole. Residents on Emerald St., Elinor, and Baker Blvd. already complain about the noise from 30th Ave.

Because of all these concerns, we urge the City Council to reconsider this widening project. The City Council and the Mayor have taken the initiative in calling for a reassessment of transportation priorities, and this proposed project deserves re-examination to assess its conformance with these priorities. We particularly urge the City Council to request the Public Works Department to plan this transportation improvement jointly with the Lane Transit District, the Eugene Bicycle Committee, and the neighborhood groups in the area of the project.

The Oregon Action Plan for Transportation Planning requires that a Citizens Advisory Committee be appointed for projects of this sort. Since the project was begun before November 1, 1974, the implementation date of the Action Plan, it is not required by law that a committee be appointed. Given the opposition which has arisen to the project as proposed, however, it might be advisable to appoint one.

We would be glad to appear before the City Council to provide more information and documentation on the project.

To: The Eugene City Council

REQUEST TO RECONSIDER WIDENING OF HILYARD ST., AMAZON PARKWAY, AND 30TH AVE.

Signatures

Bob Wazeka, SIERRA CLUB

AMAZON NEIGHBORS
Steering Committee

Orval Etter, chmn.
Ann F. Morello, Liason Person (past chairperson & steering committee member)
Flora Mae Emerson
Joyce L Owen
Ardis Ebbighausen
Arnold E. Soderwall.
Barbara L. Nicholls
Gordon E. Grant
Alice Soderwall
Victor Lars Hansen

Howard Bonnett 1835 E. 28th Ave.
Wayne Wiitanen 645 E. 31st Ave
Robin Pierce 2066 University St.

League of Women Voters of Central Lane County
Cornelia Ketzhaber, President.

Hubert Paul 4390 Pearl Str.

RECEIVED
[illegible] 21 1975
DEPT. OF PUBLIC WORKS
CITY OF EUGENE

39

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

DEC 12 1974

In reply refer to:
(ER-74/1492)

Dear Mr. Hopkins:

This is in regard to your transmittal of November 27, 1974 requesting the Department of the Interior's review and comments on the draft environmental/Section 4(f) statement for Widening of Amazon Parkway, 30th Avenue & Hilyard Street, Eugene, Lane County, Oregon.

This is to inform you that the Department will have comments but will be unable to reply within the allotted time as we have just received your transmittal. Please consider this letter as a request for an extension of time in which to comment on the statement.

Our comments should be available about early February 1975.

Sincerely yours,

Bruce Blanchard

Bruce Blanchard, Director
Environmental Project Review

Mr. G. N. Hopkins
Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Ben

BEN GIFFORD

RECEIVED
DEC 16 1974
PROJECT MANAGEMENT SECTION

CONSERVE AMERICA'S ENERGY

Save Energy and You Serve America!

5

~~George~~
DWIGHT
FILE

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

In reply refer to:
(ER-74/1492)

JAN 2[illegible] 1975

Dear Mr. Hopkins:

This is a follow-up to my letter of December 12, 1974, concerning the review you requested of a draft environmental/Section 4(f) statement for the Widening of Amazon Parkway, 30th Avenue & Hilyard Street, Eugene, Lane County, Oregon.

That letter indicated that the Department of the Interior intended to make available its comments on the subject statement by early February 1975.

As indicated, the Department will have comments on the draft environmental/Section 4(f) statement but will be unable to reply as early as we had hoped because Section 4(f) aspects of the proposed project have necessitated additional investigations on our part. We now expect to have our comments available by mid-February 1975.

Sincerely yours,

Bruce Blanchard

Bruce Blanchard, Director
Environmental Project Review

Mr. G. N. Hopkins
Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

~~Ben H~~
cc Gerry Potter

RECEIVED
JAN 25 1975
PROJECT MANAGEMENT SECTION

CONSERVE
AMERICA'S
ENERGY

Save Energy and You Serve America!

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

6

ER-74/1492

FEB 24 1975

RECEIVED
MAR 10 1975
DEPT. OF PUBLIC WORKS
CITY OF EUGENE

Dear Mr. Hopkins:

This is in response to your request for the Department of the Interior's comments on the draft Environmental/Section 4(f) Statement for the Widening of Amazon Parkway, 30th Avenue & Hilyard Street, Eugene, Lane County, Oregon.

General Comments

(110) The statement lacks sufficient detail to provide the reviewer with a clear understanding of the proposal. We would recommend that the statement be revised and expanded specifically to provide a more thorough consideration of impacts, alternatives, mitigative measures, and commitments of resources.

The graphics are generally well presented; however, the graphics relating to the Amazon Park and Parkway could be clarified and augmented. Three specific graphic presentations should be provided: (1) A map showing existing development, (2) a better reproduction of the future development plan which would clarify its content, and (3) a map showing the relationship of Amazon Park to other neighborhood and community parks.

Section 4(f) Determination

(111) Based on the information furnished, the Department of the Interior cannot concur that there is no feasible and prudent alternative to the proposal. The presentation of the rationale for taking of parklands along Hilyard Street as presented on page 1, last paragraph, leads the reviewer to believe that the decision to widen into the park was based on "ease of acquisition". This is counter to the intent of Section 4(f). The policy and national objectives of Section 4(f) are stated in its first sentence as follows:

> "It is hereby declared to be the national policy that special effort should be made to preserve the natural beauty of...public park and recreation lands...".

BEN GIFFORD

PROJECT MANAGEMENT
ROUTING
FEB 27 1975
REMARKS:

Ben

The "special effort" called for is not evident in the subject DES/4(f) determination. We are concerned that the taking of parklands was chosen as the most expedient, rather than giving serious consideration to other routes and/or alternate designs. Moreover, we would like to point out that DOT Order 5610.1B provides that in considering alternate designs and locations, protection of parkland should be given paramount importance in compliance with the Supreme Court's statement in the Overton Park Case.

(112) We are also concerned about the replacement of the sidewalk along the westside of Hilyard Street and the construction of a bikepath through Amazon Park and under the Amazon Parkway Bridge from 29th to 33rd Avenue. This facility may constitute an additional taking of parkland if it will function primarily as a thoroughfare through and past the park and should be treated as such in the Section 4(f) determination. We recommend that you clarify the function of this facility and discuss any agreement reached with the City of Eugene Parks Department for its construction.

In view of the foregoing, this Department defers to comment on the second facet of Section 4(f); namely, the adequacy of measures to minimize harm to 4(f) lands which may be traversed by the project.

Draft Environmental Impact Statement

General Comments

(113) The environmental statement should reflect consultation with the "National Register of Historic Places" and report whether or not any National Register properties will be affected. If the project will potentially affect a National Register listing, the statement should reflect further compliance with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-665).

A copy of the draft statement should be sent to the Oregon State Historic Preservation Officer. His comments on possible effects on sites eligible for the National Register should be included in the final statement.

Threatened and endangered wildlife species should be designated in the final statement. If there are no endangered fauna, it should be so stated. Flora should be given the same considerations.

Specific Comments

Description and Purpose of Project

(114) Page 3, 1st paragraph - An expanded discussion of Amazon Park discussing its role in meeting community recreation needs and its relationship to other recreation areas would be helpful.

Probable Impact of Project on Environment

(115) The discussion of impacts of the project on fish and wildlife and their habitat should include an evaluation of the impacts on existing flora and fauna which may result from the placement and utilization of a bicycle path adjacent to Amazon Creek.

(116) Page 13, 2nd paragraph - If the City of Eugene has an adopted bicycle plan, the provision of bicycle paths in and adjacent to Amazon Park should be related to that plan.

(117) Page 13, 4th paragraph - The possibility of vacating 29th Avenue should be addressed in greater depth to allow the reviewer an opportunity to assess the probability of its conversion to park use in the future.

Alternatives and Reasons for Project Selection

(118) This section should be greatly expanded to discuss such alternatives as the improvement of other arterials, the manipulation of traffic patterns to avoid this area, and other designs including an expanded discussion of the taking of lands opposite Amazon Park. These discussions should be augmented by graphics.

The discussion of alternatives should include consideration of the probable effects on recreation and fish and wildlife values.

Steps to Minimize Harm

(119) Page 20, 1st paragraph - We object strongly to the rationale stated in this paragraph. This is patently counter to the intent of Congress as expressed in Section 4(f). Please refer to our comments regarding the 4(f) determination.

(120) Page 20, 3rd paragraph - Because this proposal will largely be responsible for the necessity to construct the berm, this action should be undertaken at highway expense as an integral part of this project.

(121) Methods of mitigating project-caused fish and wildlife losses should be described in the statement. One measure would be to establish natural vegetation between the bicycle path and Amazon Creek to provide shade to Amazon Creek, stabilize the bank, replace riparian habitat, and provide a natural buffer between the path and creek.

Summary

We recommend that you consider a significant expansion of the combined statement to provide enough information for a reviewer to fully assess the proposal and the expected impacts.

(122) We are particularly concerned that you have not met the intent or letter of Section 4(f).

37

Mr. Hopkins, Salem, Oregon

This Department considers the above Section 4(f) comments preliminary and would expect a further opportunity to review the final combined statement in order that we may discharge our consultative role as set forth under Section 4(f) of the Department of Transportation Act, as amended.

Sincerely yours,

Stanley D Doremus

Deputy Assistant Secretary of the Interior

Mr. G. N. Hopkins
Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

cc: February 28, 1975
G. L. Green, FHWA
F. B. Klaboe
J. H. Versteeg
Gary Potter ✓
County/City
D. E. Swan
B. L. Gifford

xc: Gary
George
Newt
Linda

180.63

30 Dwight File

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

Robert Straub
GOVERNOR

Stafford Hansell
Director

January 21, 1975

G. N. Hopkins
Project Development Engineer
Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

Re: Draft Environmental Statement
29th Ave.-Alder Street Section
Amazon Parkway-30th Avenue
PNRS: 7412 4 150

(123)

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies. The State Wildlife Commission, the Division of State Lands, and the State Water Resources Board offered the attached comments which should be addressed in the preparation of your final Environmental Impact Statement.

We will expect to receive copies of the final statement as required by Council of Environmental Quality Guidelines.

Sincerely,

William M. Brown

William M. Brown
Acting Administrator

WMB/Lk
Attachments

RECEIVED
JAN 24 1975
PROJECT MANAGEMENT SECTION

181

1-27-75
cc: G. L. Green, FHWA
F. B. Klaboe
J. H. Versteeg
Gary Potter
Geo. Hopkins
D. E. Swan

cc: Gary
George
Newt
Linde

Ben

Sent
BEN GIFFORD

64

41

LOCAL GOVERNMENT RELATIONS DIVISION
JAN 17 1975

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

JAN 6 1975

Project #: 7412 4 150 Return Date: ____________

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

REMARKS

(123) Page 20, "Steps to Minimize Harm" discusses the Eugene City Parks Department plans to develop the area by planting a vegetative screen along the parkway. This screen will provide additional benefits to songbirds if seed producing plants are used. The screen will become increasingly valuable to birds of the Amazon Parkway as additional projects are completed in the area.

18265

Agency Wildlife Commission

By William E. Pitney Chief 12/26/7
Environmental Management Section

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

12

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

DEC 1 8 1974
LOCAL GOVERNMENT RELATIONS DIVISION

RECEIVED
DEC 1 3 1974
STATE WATER RESOURCES BOARD

PNRS STATE REVIEW

JAN 6 1975

Project #: 7412 4 150 Return Date: ____________

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

(✓) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

REMARKS

SUGGESTED REPLY:

(123) The capacity of the proposed culvert at 33rd Street and Hilyard street should be submitted to the District Engineer, Corps of Army Engineers hor his comments, if this has not already been done.

✓

66

183

Agency Water Resources By ____________

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

LOCAL GOVERNMENT RELATIONS Di 13 DEC 19 1974

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7412 4 150 Return Date: JAN 6 1975

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
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ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

(✓) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

REMARKS

FACU

(123) If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway, we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office.

Thank you for the opportunity to comment on this project.

RECEIVED
DEC 13 1974
DIVISION OF STATE LANDS

✓ 154 67

Agency Lands By Earl A. Johnson

APPENDIX C

Results of Public Opinion Survey, May 1976

Results of Public Opinion Survey

on

Proposed Widening of 30th--Hilyard--Amazon Intersection

Prepared by Eugene Public Works Department

February 1977

Table of Contents

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Background	1
Description of questionnaire and survey methods	2
Household survey	2
Motorist survey	3
Major Findings	4
Correlations among various responses	6
Additional information	9
Conclusion	9

Appendix 1. Tabulation of all responses, household survey

Appendix 2. Tabulation of all responses, motorist survey

Appendix 3. Reproduced written comments, household survey

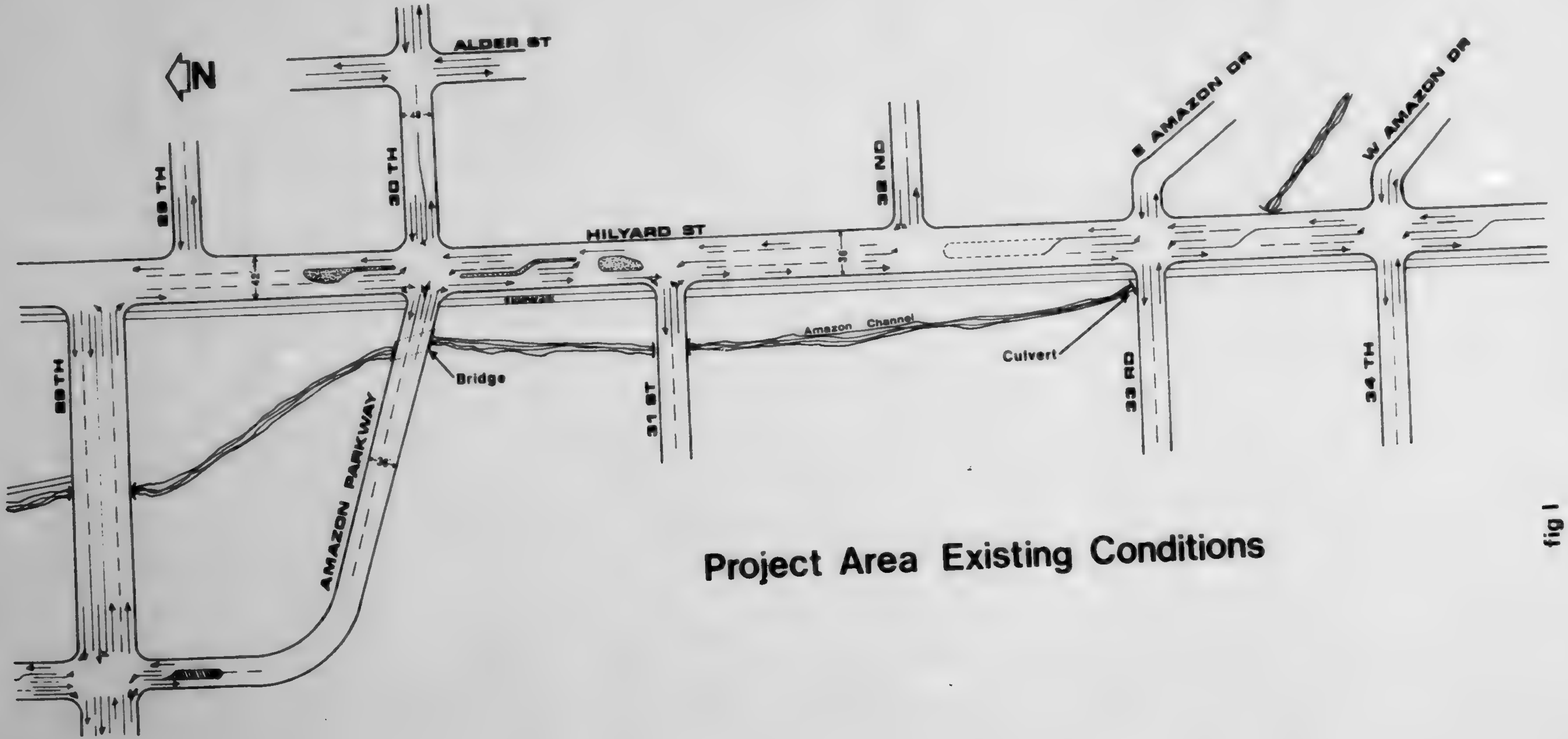
BACKGROUND

By the late 1960's the intersection of 30th Avenue, Hilyard Street and Amazon Parkway had become a traffic "bottleneck" at peak periods. Preliminary plans were drawn up for a widening project that would add one additional lane in each direction on all four approaches, providing sufficient capacity for the foreseeable future. (See Figures 1 and 2)

In 1972, the City decided to seek Federal funds for the project; this made it subject to all Federal rules and procedures, including preparation of an Environmental Impact Statement (EIS) and holding of public hearings.

Public testimony received during or after the January 1975 public hearing was almost entirely against the project as proposed, but this testimony came from a very small number of persons. Thus, the City staff found itself advocating a project whose need had been recognized several years earlier, but which now failed to generate any significant amount of public support. Therefore, in July 1975, the staff asked the Council for further direction before proceeding. As a result, the Council called for another public hearing to receive further testimony, but asked that the hearing be postponed until after the ESATS Update had been completed.

The staff felt that in addition to new testimony that would be heard at a public hearing, the Council would benefit from a sampling of public opinion from residents of southeastern Eugene and motorists using the intersection. Therefore, these two surveys were carried out in May 1976, with the results presented herein.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ALDER ST
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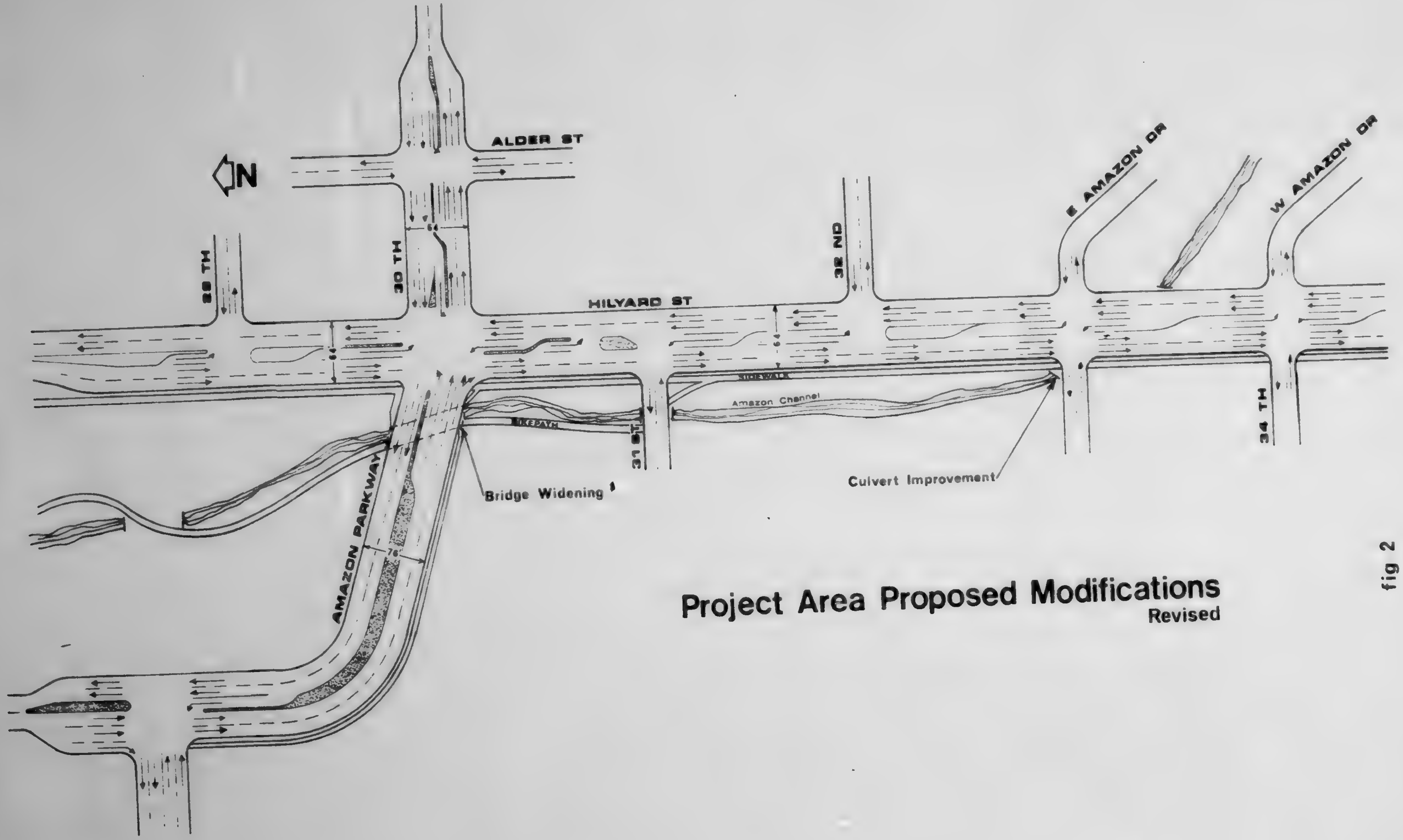
AMAZON PARKWAY
Bridge
31 ST
Amazon Channel
Culvert
33 RD
34 TH

Project Area Existing Conditions

fig 1


N
ALDER ST
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64
64
HILYARD ST
32 ND
E AMAZON DR
W AMAZON DR
34 TH
31 ST
SIDEWALK
Amazon Channel
BIKEPATH
AMAZON PARKWAY
78'
Bridge Widening
Culvert Improvement

Project Area Proposed Modifications
Revised

fig 2

DESCRIPTION OF QUESTIONNAIRES AND SURVEY METHODS

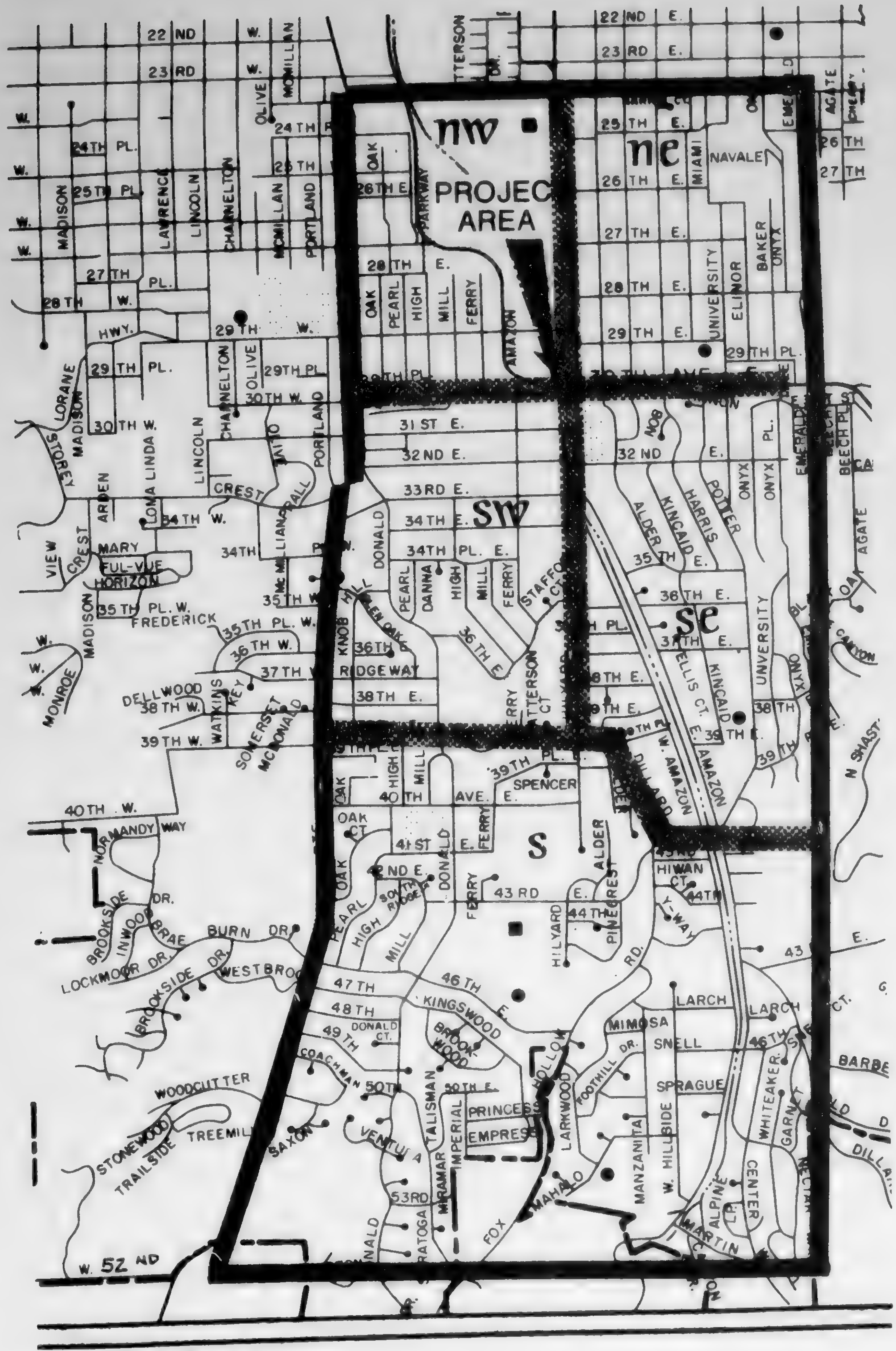
Household Survey

All questions asked in the household survey are presented in Appendix 1. The questionnaire was accompanied by a brief description and map of the proposed project, and instructions for returning the form. Postage was pre-paid. A reminder postcard was sent to each household after about two weeks, with the aim of increasing the number of responses.

The households were selected by computer random sampling within an area shown on Figure 3. Within this large area it was felt important to distinguish several sub-areas where responses to some of the questions might be expected to vary from one another. These sectors were defined as the four quadrants formed by the intersection itself, plus a fifth area further south, beyond the project area but still expected to be greatly affected by it.

Numbers of questionnaires mailed out and returned were as follows:

Sector	Mailed Out	Returned	Percent Response
Northeast	130	53	40.8
Northwest	120	29	24.2
Southeast	130	47	36.2
Southwest	130	57	43.8
South	140	53	37.9
Totals	650	239	36.8%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UNIVERSITY
KINCAID
HILYARD
DONALD
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MILL
HIGH
PEARL
OAK

30th & Hilyard
Amazon Opinion Survey
Household Sectors

Fig. 3

Although the hoped-for return of 50 percent was not attained, the number of responses is felt to be large enough to give a good indication of public opinion within the survey area.

MOTORIST SURVEY

To augment the information from the household survey, a brief postcard questionnaire was handed out to motorists using the intersection on a typical weekday. Appendix 2 lists the questions contained on the postcard.

The postcards were handed out to drivers of vehicles stopped at the traffic light at 30th and Hilyard, during four 15-minute intervals and one 30-minute interval on May 12, 1976. Numbers handed out and returned by time of day, are as follows:

Time	Handed Out	Returned	Percent Responses
A.M.			
7:45-8:00	240	133	55.4
9:45-10:00	187	86	46.0
11:45-12:00	200	96	48.0
P.M.			
2:45-3:00	221	96	43.4
5:00-5:30	560	263	47.0
Totals	1,408	674	47.9%

This survey was not conducted on a scientific random sample as was the household survey; however, this method was chosen because it was workable and would seem to produce fairly representative opinions. A built-in bias toward morning and evening peak users is acknowledged, simply because more vehicles were present and, therefore, more survey forms were handed out during these periods. However, the congestion problem itself is acknowledged as a peak period phenomenon. (Results of the peak versus off-peak responses will be discussed in the next section.)

MAJOR FINDINGS

The household questionnaire asked, "What is your reaction to the proposed project?"

Of the 239 people responding 166, or 69.5 percent, stated they approve of the proposed widening project; 60 respondents, or 25.1 percent, disapproved of the project; and 13 (5.4 percent) gave no opinion.

The response to this question by sector is as follows:

Sector	Approve	%	Disapprove	%	No Opinion	%	Total
NE	26	49.1	23	43.4	4	7.5	53
NW	22	75.9	6	20.7	1	3.4	29
S	42	79.2	10	18.9	1	1.9	53
SE	35	74.5	8	17.0	4	8.5	47
SW	41	71.9	13	22.8	3	5.3	57
Total	166	69.5	60	25.1	13	5.4	239

The motorist survey asked, "Do you feel that this intersection should be considered for widening?"

Of the 674 respondents, 469 (or 69.6 percent) answered yes: 175 (26.0 percent) said no; and 30 respondents (4.4 percent) expressed no opinion on this question. The response to this question by time of day is as follows:

Survey Time	Yes	%	No	%	No. Opinion	%	Total
7:45-8:00 a.m.	93	69.9	33	24.8	7	5.3	133
9:45-10:00 a.m.	57	66.3	22	25.6	7	8.1	86
11:45-12:00 noon	64	66.7	29	30.2	3	3.1	96
2:45-3:00 p.m.	66	68.8	27	28.1	3	3.1	96
5:00-5:30 p.m.	189	71.9	64	24.3	10	3.8	263
Totals	469	69.6	175	26.0	30	4.4	674

As expected, during morning and evening peak traffic periods the percentage favoring widening was slightly higher. However, the off-peak figures only differ by a few percentage points; the lowest margin in favor of the project is over 66 percent. This suggests that although the congestion is mainly a peak-hour occurrence, a sizable majority of motorists who use the intersection at other times throughout the day favor doing something about it, possibly because they also drive through it at peak periods.

CORRELATIONS AMONG VARIOUS REPONSES

It is of some interest to compare the responses about the proposed widening with other responses that indicate the extent of the perceived congestion problem.

Congestion

Question 7 on the household survey was "Do you feel there is an existing congestion problem at 30th and Hilyard?" Most of those who answered yes also favored the widening project; following is a comparison of responses to these two questions:

	Congestion Problem?		
Proposed Project	Yes	No	No Opinion
Favor	160	6	0
Oppose	31	26	3
No Opinion	7	1	5
Total	198	33	8

It's noteworthy that 31 people who feel there is a congestion problem do not favor the project, for one reason or another. On the other hand, six people who do not feel there is a congestion problem still favor the project.

Residential Traffic

Another indication of a perceived congestion problem is the question "Do you feel there is excessive traffic on residential streets in your neighborhood (i.e., streets other than 30th Avenue and Hilyard Street)?" (This would indicate "spillover" traffic created by congestion on the arterials.) Responses to this question, compared to approval or opposition to the proposed project, are as follows:

	Excessive Traffic?		
Proposed Project	Yes	No	No Opinion
Favor	78	82	6
Oppose	19	39	2
No Opinion	4	6	3
Total	107	127	11

Of those who favor the project, nearly half feel that there is excessive traffic on residential streets in the area; and 42 percent of all respondents answered yes to this question.

Avoiding Intersection

Finally, residents were asked, "Do you ever go out of your way to avoid the 30th and Hilyard intersection?" Responses can be compared with approval/ disapproval of the project, as follows:

Avoid the Intersection (Residents)

Proposed Project	Yes	No	No Response
Favor	119	44	2
Oppose	25	34	1
No Opinion	3	6	4
Total	147	84	7

Most of those who favor the project said they do sometimes avoid the intersection. On the other hand, 25 people who sometimes avoid it also are opposed to the project.

A similar question was asked of the motorists: "Do you ever avoid the 30th and Hilyard intersection?" Responses are as follows:

Avoid the Intersection (Motorists)

Proposed Project	Yes	No	No Response
Favor	205	260	4
Oppose	130	44	1
No Opinion	21	7	2
Total	356	311	7

The results are similar to those of the resident survey. The proportion of people avoiding the intersection is smaller; presumably this reflects responses of motorists who do not live in the study area, and find that this intersection is the best (or only) route to their destination. Also, a relatively large number (130) of motorists who do avoid the intersection do not want it widened.

ADDITIONAL INFORMATION

Several questions on the two surveys produced some information of general interest, as follows:

Average number of persons per vehicle was 1.5, during the intervals that the motorist survey was conducted.

Average number of automobiles per household in the survey area was 1.54 (This compares with an estimated 1.7 vehicles per household for the entire urban area. However, the wording of the question may have caused some respondents to exclude pickups and campers.)

The types of improvements that might be made to the transit system to induce greater ridership are, in order of priority:

1. More direct routes;
2. More frequent schedules;
3. Lower fares; and
4. Bus stops closer to home.

CONCLUSION

A total of 69.5 percent of the residents and 69.6 percent of the motorists who responded favor widening of the intersection. Many of these respondents, as well as those who oppose widening or have no opinion, have made comments about various aspects of this proposal, the existing conditions and/or other transportation issues. These comments are presented in Appendix 3.

It is hoped that this information will be of use to the public and the City Council as an aid to decision making.

APPENDIX 1

HOUSEHOLD QUESTIONNAIRE

1. Before receiving the attached explanation of the proposal were you familiar with the proposed plans for widening 30th Avenue, Hilyard Street and Amazon Parkway?

Yes	No
90	149

2. How were you originally informed about this project:

84 - Newspaper
26 - Neighborhood Group
13 - TV/Radio
111- The attached letter
14 - Other

3. What is your reaction to the proposed project?

166 - Approve of proposal
60 - Do not approve of proposal
13 - (NA)

4. If you have previously made your feelings on this project known, was it through:

9 Participation in your neighborhood group
4 The public hearing process
2 Direct contact with public works or other City offices
8 Other

5. If you have not expressed yourself regarding this project what was your reason(s)?

122 - Lack of information on the project
37 - Didn't feel your testimony would make any difference
5 - Not interested in whether or not the project is undertaken.
34 - Had no negative feelings regarding the project and therefore felt no need to testify.
22 - Other

6. Do you feel there is excessive traffic on residential streets in your neighborhood (i.e., streets other than 30th Avenue, Hilyard Street?)

Yes	No	NA
101	127	11

7. Do you feel there is an existing traffic congestion problem at 30th and Hilyard?

Yes	No	NA
198	33	8

8. At what time during the day do you generally use the intersection?

101	7 AM to 9 AM
70	9 AM to 3 PM
155	3 PM to 6 PM
65	After 6 PM

9. Do you ever go out of your way to avoid the 30th & Hilyard intersection?

Yes	No	NA
147	84	7

10. If you do avoid the intersection, what are your reasons for doing so?

Traffic Congestion (Most common answer)

11. How many automobiles do the members of your household own?

1.54 (Average)

12. Approximately how many auto trips per day are made through the 30th and Hilyard intersection by the members of your household?

2.4 (Average)

13. What mode of transportation do your family members use most often for:

Shopping (within 1/2 mile)	(a) Auto	(b) Bus	(c) Bicycle	(d) Walking	NA
	115	0	25	38	61
Shopping (Further than 1/2 mile)	(a) Auto	(b) Bus	(c) Bicycle	(d) Walking	NA
	191	5	12	1	30
Work	(a) Auto	(b) Bus	(c) Bicycle	(d) Walking	NA
	132	14	21	3	69

School/College	(a) Auto	(b) Bus	(c) Bicycle	(d) Walking	NA
	52	17	20	24	126
Other	(a) Auto	(b) Bus	(c) Bicycle	(d) Walking	NA
	86	6	20	8	119

14. Which of the following improvements in the bus system might lead you to use the bus instead of your private auto? (Please rate in order of priority)

77	Lower fares
81	More frequent schedules
59	Bus stops closer to home
130	Routes which take you more directly to your destination.

15. Additional comments: (See Appendix C)

CITY
OF
EUGENE

DEPARTMENT OF PUBLIC WORKS — 858 PEARL STREET — EUGENE, OREGON 97401

Dear Resident of South Eugene:

Attached to this letter you will find a questionnaire concerning the proposed widening and modification of the intersection of 30th Avenue, Hilyard Street and Amazon Parkway. Your household was selected by random sampling. The purpose of the questionnaire is to provide the City with current information on existing conditions in the area and public sentiment about the proposed project.

In January, 1975, a public hearing was held by the City of Eugene concerning this project. Based on testimony received at that hearing, the environmental impact statement for the project, which had been prepared by the staff, was revised. In June, 1975, the City Council reviewed the entire project and requested a second public hearing, which has not yet been scheduled.

This questionnaire will give the Council additional information on which to base their decisions. Your questionnaire will be kept completely confidential. After completing the questions, just fold the questionnaire with the return address showing, staple or tape, and drop in a mailbox--the postage has been prepaid for your convenience.

Please complete the questionnaire and return it as soon as possible. Thank you--your participation is important and greatly appreciated. If you have any questions regarding this survey, please call Chris Andersen at 687-5267.

Description and Purpose of Proposal

Proposed Project

The project is to:

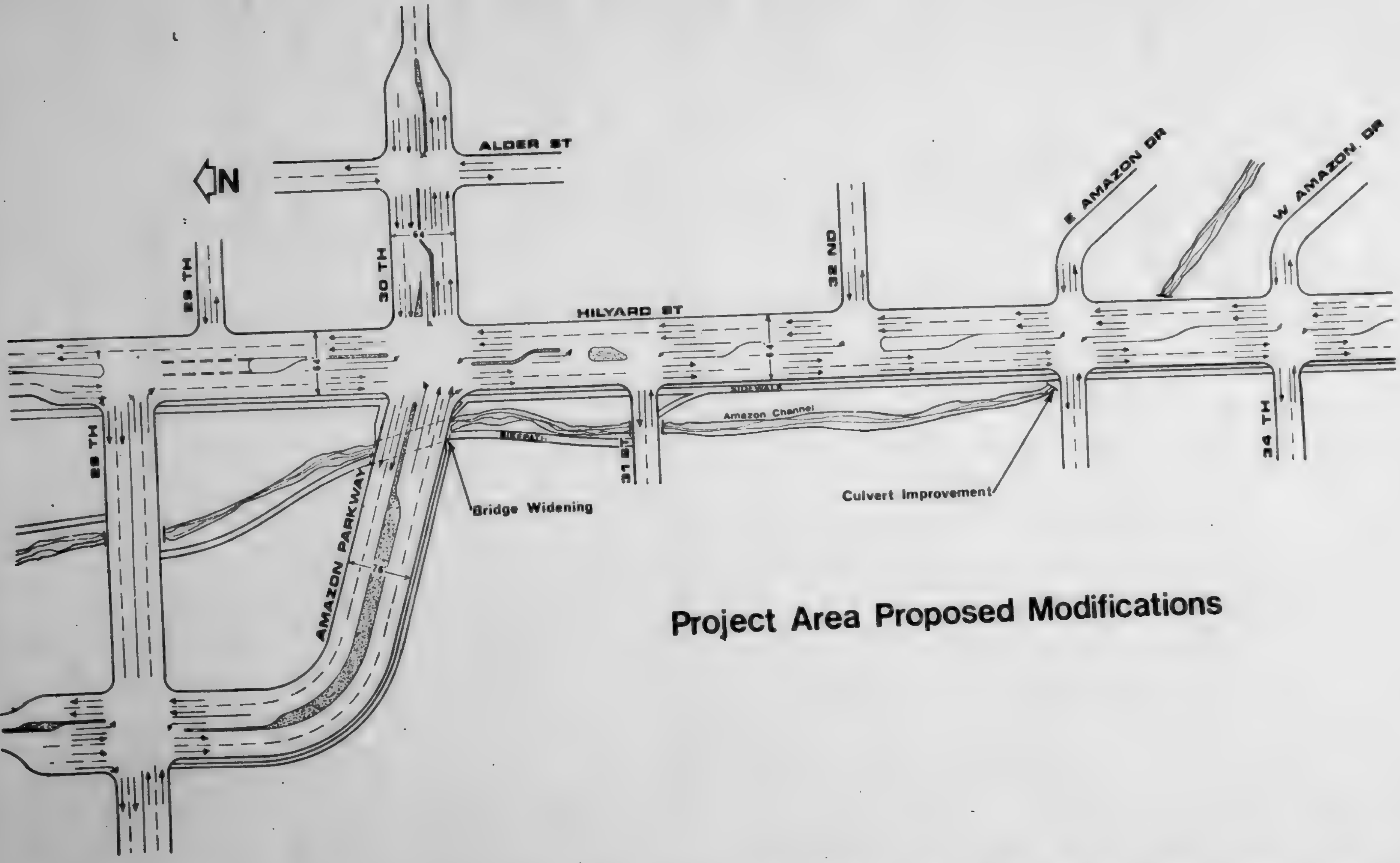
1) Widen Hilyard Street from north of 29th Avenue to south of 34th Avenue. Amazon Parkway from Hilyard Street to north of 29th Avenue, and 30th Avenue from Hilyard Street to east of Alder Street;
2) Reconstruct intersections and relocate traffic signals;
3) Install an additional culvert parallel to an existing one;
4) Widen an existing bridge where Amazon Parkway crosses the Amazon Channel;
5) Reconstruct sidewalk on the west side of Hilyard, construct a separate bicycle path parallel to Hilyard Street and add a bicycle underpass at the Amazon Parkway Bridge. (See attached maps showing location and plan diagrams.)

The combined length of the sections to be widened is about 4800 lineal feet. Right-of-way required for widening will have no direct effect on private land or improvements because such small areas as are necessary may be obtained from city-owned parkland on the westside of Hilyard Street. The only private property required is at the southeast corner of 30th and Hilyard and is necessary for sidewalk reconstruction.

The present traffic control at 30th and Hilyard, 29th and Amazon Parkway, Hilyard and East Amazon, and Hilyard and West Amazon consists of traffic and pedestrian activated signals. All other intersecting avenues in the project area have standard stop signs.

Access will remain essentially the same. All intersections are being retained with slight modification. The only significant change in access being considered is the vacation of 29th Avenue from Amazon Parkway to Hilyard Street after the reconstruction of 30th Avenue and Hilyard Street intersection. This proposed street vacation would provide for a much more cohesive use of parkland.

This project is to be built with Federal Aid Urban Systems funds at an estimated cost of $483,725.


ALDER ST
N
29 TH
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64
HILYARD ST
64
32 ND
E AMAZON DR
W AMAZON DR
29 TH
SIDEWALK
Amazon Channel
BIKEPATH
31 ST
34 TH
AMAZON PARKWAY
76
Bridge Widening
Culvert Improvement

Project Area Proposed Modifications

APPENDIX 2

MOTORIST QUESTIONNAIRE

1. What type of vehicle is this?

Passenger Car	Pickup or Van	Truck	Other	NA*
564	82	10	15	2

2. How many people were in the vehicle including the driver?

   1.51 (Average)

3. Approximately how many times a week do you go through the 30th and Hilyard intersection?

   14 (Average)

4. At what time of the day do you normally use the 30th and Hilyard intersection?

   397 - 7am to 9am

   288 - 9am to 3pm

   458 - 3pm to 6pm

   163 - after 6pm

5. Do you ever avoid the 30th and Hilyard intersection?

yes	no	
311	356	7 NA

6. If you do avoid the intersection what are your reasons for doing so?

   Traffic Congestion (most common answer)

7. Do you feel that this intersection should be considered for widening?

yes	no	NA
469 (69.6%)	175 (26.0%)	30 (4.4%)

8. Additional comments:

*No Answer

APPENDIX 3

COMMENTS BY RESIDENTS

I think it would be unfortunate if the City of Eugene continues to expand its road system to accommodate the automobile a most inefficient form of transportation. It is essential that this progressive city start to move toward a more realistic form of transportation. My dream is for Eugene and Oregon to set an example for the rest of the U.S. The design and experimentating with a well run mass transit system would be a good place to start.

The only time the said intersections are a problem is during commuter hours. Let's address ourselves to transporting commuters by bus, then not to widening the streets to please those who won't give up their autos.

Keep our city people oriented, not car oriented!

I grew up in Seattle, and watched as the city planners pushed through the then stylish design of having a freeway cut right through the city. It wrecked lovely neighborhoods, divided others which were cohesive before. The noise and pollution are horrible. Most Seattle residents are sorry now that they cut up their city and polluted it when they could have chosen another alternative. And now, in addition, the freeway is so clogged during commuter rush hours it's unusable.

I feel the same would be true if you widened Hilyard. It would only be a few years until the widening was obsolete.

If you encourage auto traffic by widening roads at the whim of suburban dwellers who clog the road during the times they are coming and going from work, you will get more autos, not less of a problem.

Please, please, please stop making the city unlivable. Encourage bus travel, especially for commuters, by providing a parking lot (a grassy one not black asphalt) for out of towners to drive to and a rapid transit bus from there straight downtown and back. Enforce the speed limit on Fox Hollow. Make fast commuter driving inconvenient! Make it a relief for people to take the bus, as it is in San Francisco and Boston.

Due to the fact that this household is made up of U of O students, we must rely on auto transportation, as opposed to bus. Our schedules rarely permit us to use the bus and two out of three of us dislike bus service ingeneral.

We all appreciate this opportunity to express ourselves on this matter. Eugene public works appears to be quite effective in promoting improvements in the traffic design of the city as evidenced by Alder (19th to 24th) and 13th (Kincaid to University) It is refreshing to see such innovation, keep up the good work.

No widening would be necessary if an overpass were constructed. For a number of years the traffic and confusion would be eliminated.

30th Street needs 4 laning past Alder Street up to where it begins up the hill (going east). It's wide enough now and just needs lining (striping).

We believe 29th should remain a through street. The park is not used excessively and when used it is only tyree months out of the year. Eliminating 29th would create more traffic at 30th and defeat the program.

I feel this project would be a vast improvement and solve the traffic problems in this area.

I take my daughter to nursery school at 7:45 a.m. to 31st and Hilyard (before going to work) and most mornings the traffic is backed up (south) at "least" one-half mile down Hilyard. Then in the evening at 5:15 I sometimes sit at the intersection of 31st and Hilyard for 5 minutes before I can turn south on Hilyard.

Thanks for sending this to me I've at least relieved some tension just from filling it out. I do hope something is gained by this questionnaire before a lot of South Eugene Residents have to take to hiring a helicopter for downtown shuttle service to keep their peace of mind.

Left turn signals should be the same as those at 29th and Willamette.

I live on Donald Street and feel the traffic is getting quite heavy at time here. I have no children so it really doesn't matter. My sister and I go to Citizens Bank at 30th and Hilyard so I notice a congestion there at times.

I will be glad when Hilyard and 30th are widened. Thanks for the questionnair

I am in favour of the bike paths and sidewalks, but not wider streets. Let's encourage walking and biking not driving.

A bus from South Eugene area to the University would be great service to me and to other families I know.

Hamilton Electric, Allied Van Lines, Oil Company trucks; only some of the trucks that pass through our residential neighborhood perhaps to avoid the traffic congestion on Hilyard Street.

Traffic in and out of Albertsons market parking area via the Hilyard and East Amazon intersection is confused at best. I am not sure what many drivers will do. In the event of an accident, it would be difficult to fix liability. It appears that the southeast corner should be enlarged with a bypass lane and one for a left into the market parking area.

Growing numbers of people, for economical, ecological, health or other reasons, are turning to the bike for transportation. The inevitable demise of the present day auto could mean that the bike may be around for some time. Since the two modes of transportation just don't mix and since auto traffic regulations are not always realistic for bike traffic, any plan to separate the two and prevent tangling has to have some merit.

My remarks give the auto little consideration mainly because I have little to say for the auto.

Feel a turn lane on 30th into Hilyard and from Amazon Parkway into Hilyard would be adequate to relieve congestion for the time being.

Have been in south Eugene for 7 years. Have found 30th and Hilyard and the Amazons difficult in directions, congested and dangerous by not knowing the flow of the traffic. There is a major need for improvements.

Widening to 5 lanes at the Hilyard intersection. I think everything else is worth doing. Another thing to think about is what is going to happen at 30th and Alder, since this is part of the bike route. A traffic light or something will need to be installed so that bikes can cross safely. Its dangerous and difficult enough as it is now.

Bus trips during church hours.

This will be a good plan if when done the engineers don't tear it up because they forgot a pipe or some other thing.

The project is an excellent idea.

Bus route could be worked out much better.

I believe that in order to move traffic an increase of speed is needed.

How many times have you been on the Amazon Parkway where the speed is 40 MPH to find some one driving 25 mph?

I am in favor of prosecution for slow poke drivers as well as speeders.

This seems a worthwhile and needed project - how about including a couple bus shelters in the scheme - could be prototypes for wider use.

Your improvements should be of positive value, but I fail to see how you can deter potential users of intersection to avoid it.

If you need someone to be involved in further work on this proposed project and looking at alternatives I'd be glad to help. I must say though, that I'm opposed to it at this point.

Will these project results be adequate for traffic five years from now? Will more expensive changes need to be made then causing this projects' expenditures to be wasted? Could a different, near by street be widened and also used for heavy traffic running parallel to Hilyard? Bicyclist do not use the bike path that we now have. It should be mandatory when paths are available.

With our inept and autocratic council - I doubt very much if the concerns of the people will ever be considered. Only hope the apathy of voters is reversed and they are voted out. Tired of their ram-rod tactics.

The intersection that you improved at East & West Amazon, and Fox Hollow is very dangerous. Because of the lack of exact 90° angles, visibility is very bad. If something isn't done there soon, with additional traffic, it will become one of Eugenes most dangerous intersections. I realize that traffic signals would not normally be installed there for some time but I believe this would help the situation.

Fox Hollow Road needs better shoulders, it's much too narrow and winding for the increase in traffic the last few years - (Bicycle, Pedestrian & Auto).

Please let me know when the next hearings will be. Thank you.

I appreciate being informed in this manner. Presently I feel the family auto is still the most practical mode of transportation. The LTD is effective for a structured routine but impractical for weekly grocery shopping, etc.

I feel this type of information dispersion is a further measure of excellence in my city government and I commend "you" for it.

Hopefully, the mere availability of federal funds will not cause the city to engage in the proposed project.

I strongly supported the 29th and Willamette expansion (and it is a breeze to travel through there now!) because safety was directly involved. But I do oppose the Hilyard proposal because safety is not so directly a factor.

Live alone - elderly - only go when taken by others - not able to ride city bus.

We believe that at least some bus service on Sundays is needed.

This is not the answer to the problem. Only a temporary aid. Cars must be curtailed. Bus and bikes encouraged. If the cars are encouraged such as building more streets and widening streets parking structures etc., of course drivers will still drive. When driving is miserable then bus and bikes will flourish.

What is the cost $ to the city?

If the federal government has this much money to spend (a share of it being my tax dollars) I'd rather see it go to a project that would put many of the unemployed back to work and get them off welfare. Maybe I'd have a little of my paycheck left that way. In other words if you'd do the project and hire nothing but people who are unemployed at this time you'd have my approval.

Put an overhead on 30th Ave. and your and our troubles will be over. Enough said.

Have lived in south Eugene since 1947 and have found that City Public Works people have little respect for what the people think or want or care to have.

Anything would be better than what we have at 30th and Hilyard.

Since I do not use the streets in question, I did not fill out the questionnaire, but because my son lives in that vicinity, I am adding my name for something to be done to ease the congestion. He is very much in favor of it and so, of course, am I.

I am more interested in doing something about the traffic on south Willamette Street between 24th and 30th St. especially on Friday nights late and Sat. and Sunday. To me this far more of a traffic problem than Hilyard St. and also the vandalism that goes along with it.

The proposed improvement should be undertaken as soon as possible.

Hilyard should be considered a through arterial to allow quick access to the inner city.

This town is not ready for the bus system we have and as a result thousands of $ are being spent that we don't have! This Nation needs thrift, not waste!

Good luck.

Thanks for asking.

As stated earlier, I like the concept of this mailer. I hope it proves viable.

It is difficult to get across the street to the store. I'm thinking of getting a red flag. Why should pedestrians have to stand in the elements and breath gases direct for the car and wait for 25 and 30 cars go by. Oregon has been negligent to long on the health and safety of pedestrians. In California cars must stop for pedestrians. People get bump off and its only their fault for trying to get across the street there are many places in Eugene a person can't get across if there is no light signal. Cars speed from one signal to the next. I've had a pedestrian problem 41years in Eugene, now that I'm older I can't navigate as I once did.

I try to use a car as infrequently as possible, consolidating all errands, sharing rides with others. When possible I walk or ride my bike.

Traffic congestion in this area (30th & Hilyard) is ridiculous. It takes me a solid 20 minutes to get from 34th and Hilyard to 10th and High (Eugene Register Guard) via Amazon Parkway. Most of that time (11 minutes) is being stopped behind cars awaiting traffic signal changes. I believe that a combination of shuttle bus (15-25 passenger) and cable car or monorail type service could cut auto congestion drastically as well as cut pollution considerably. This combination of services could be financed through municipal bonds perhaps or through federal funds. I would suggest that serious study by given rapid transit for the Eugene-Springfield Metropolitan area. What we don't need is another Los Angeles traffic problem. And, that seems to be just where we're heading. The answer is not to build more streets and consume more space. Thanks.

Would be very happy to see proposed improvements made with increasing housing taking place all the time - things can only get worse with current condition at intersection.

Bus OK many people do not use because have been spoiled by always having car at their disposal anytime any place. Now its awful expensive so some do use bus some. Bicycle and walk to store. The improvement at 29th and Willamette sure helped all south Eugene residents.

It would seem that since the congestion at this intersection is primarily twice daily commuter traffic a parking lot and better bus service allowing either a drop off point or a place to leave a car out of the city center.

I feel much of the congestion at 30th and Hilyard and on 30th itself is due to non enforcement of speed limits. Cars come downhill from L.C.C. area maintain their 40 mph speed unless there is a patrol car in evidence. The acceleration from Hilyard up 30th is the same. Too many cars feel it is four lanes of traffic both directions. A sensor activated traffic light at 30th and University I feel is long overdue.

I noted that there was not excessive traffic on residential streets. However if this intersection is not changed or vastly improved there will be more traffic on residential streets to avoid the bottle neck and waiting time. I feel it is a necessary project.

The City of Eugene will be doing a great service to a lot of residents if it will upgrade the intersection to somewhat of the standards set in the 29th and Willamette improvement.

RE: #14 - There is very poor bus service for the hundreds of people working out West 11th.

One problem with the intersection is the peoples' tendency to accelerate considerably on their way up the hill. This is a hazard for those of us who cross 30th at Alder or Kincaid on foot or bicycle. A traffic light at Alder might clog things up, but something ought to be done to slow the people down before they get to Hilyard.

Presently I use bus, bike, an economical car and my own two legs to get around Eugene. I appreciate your efforts to facilitate traffic flow. Times have changed since my grandfather used to drive to the postoffice west on 9th then north on Willamette late on Sunday afternoons. He used to see how slow the "Overland" would drive and still keep moving. There was little or no traffic at that time of the week.

Bus route from S.E. Eugene to Springfield - 1 hour 5 minutes! Not convenient for me to ride at this point.

During rush hours it is hard to enter Hilyard street within two blocks of 30th Avenue.

I generally approve of the proposed change especially if 29th will become more park. If 29th stays open I would be less supportive. If things stay essentially as they are, I urge a traffic light at 29th and Hilyard. I feel that intersection is very dangerous right now, particularly if I am trying to turn left onto Hilyard.

I appreciate the opportunity to express my views. In doing so, I wish to emphasize and re-emphasize that we must stop making automobile travel easy. If congestion is a problem at 30th & Hilyard let it be one. Then perhaps people will seek alternate travel means, and those who are contemplating moves further out of the city center may reconsider the advantages of city living.

People south of 30th and east of Hilyard have a heck of a time going to work. The traffic lights on east and west Amazon have been a big help but we still need the widening as shown in your drawing. This corner is also burdened with the L.C.C. traffic and a super market problems. 29th & Hilyard should be next for a traffic signal. Glad to see widening of bridge and culvert improvement. How come 30th Avenue bridge is higher (taller than one on 29th?

We are both confirmed users of the bus and favor most anything that will lead to increased use of buses or other means of mass transit.

I organize my driving so that a number of places are visited, errands done with the least possible miles traveled.

I feel there is a need to encourage the public to use alternative forms of transportation such as bicycles, bus, even car pools. The best way to do this is to provide streets for bicycles only (such as Alder), to provide bus service directly to public areas such as shopping centers, parks, sports events while at the same time keeping cars and parking at the periphery of these areas we need to make riding the bus or a bicycle much more convenient than driving a car as it is now, it is not only inconvenient but very dangerous to ride a bicycle on many city streets.

(in response to question #14) I pay a reduced fare because I'm handicapped and entitled to a bus pass so the fare is not a problem for me. However I honestly believe if bus fares were a dime or free that ridership would increase dramatically. (Maybe the cost of supporting LTD could be raised through a utilities or water tax?) Also, I wish that routes were more direct. I live on Hilyard at 36th. A lot of people in this area go to the U of O, I'd like to see a bus go down Hilyard and directly to the University. I know many people who now drive to the U of O would take a bus if it went directly there.

Widening the intersection is just another waste of the taxpayers money.

Widening Hilyard won't prevent traffic from backing up north and south, blocking other intersections.

Lets not make it easier for more traffic to enter into more congestion.

I think the proposal is reasonable in light of the existing state of development along Hilyard. A bike path is badly needed there. Please keep the speed limits down.

I am unalterably opposed to this project as I do not believe it is necessary. Have we become so impatient that a wait of longer than thirty seconds at an intersection has become intolerable? The relatively minor inconvenience which might be alleviated by this proposal is hardly sufficient justification for spending nearly half a million dollars from tax revenues.

Making Hilyard a one way street would solve the problem in my opinion. I live here, and the constant noise from the cars day and night is not to pleasant.

I am tired of having this project rammed down the throat of the Amazon neighborhood. At the public hearings, no one except the Association of General Contractors supported the Public Works proposal. Yet Public Works continually brings it up and in the questionnaire asks only if there is a problem, offering but one solution. This is not a black-and-white situation; this is not an individual situation. To maintain any kind of decent urban life the bus system must be improved, few if any streets should be widened and the idea of moving people faster must be shelved. Revamp the Public Works Department so that it can come up with innovative rather than knee jerk ideas to solve our transportation problems.

I don't see the necessity for this change. I use this route and go thru 30th and Hilyard intersection at the two rush hours 8 A.M. and 5 P.M. but allow a few minutes more of my time to adjust to traffic, there is never too long a wait and in my opinion traffic moves very smoothly and fairly quickly even at these rush hours.

I appreciate the city seeking opinions of the people in this neighborhood. I feel our city government is excellent, and possibly too responsive to feelings of the residents of the city.

I think we need to seriously question the traditional way of dealing with traffic problems. Namely that of building bigger and better highways. Building better highways (and streets) only promotes more auto use. It might be better to try to promote bicycle use. The bicycle is a viable alternative for transportation in Eugene. The primary obstacle to bike use is psychological. People need to be convinced that they can and should ride a bike. Perhaps the city could spend some money promoting bicycle use. Also, I think the city needs to make an effort to pave streets that are still unpaved. I am not going to favor widening Hilyard when the street past my house is gravel. These streets (e.g. 26th between Potter and University and 27th between University and Eliner) are not only a nuisance, but also a health hazard to people with asthma and other respiratory deseases.

I realize there is a traffic problem at 30th and Hilyard but pedestrians will be affected also, and deserve some consideration. The widening of 30th abuts my property and noise will be major factor.

To much money is being spent on bike trails etc. without the bike riders paying their share. Also bike riders are the worst traffic offenders in the city. The police don't even give them citations like they do vehicle drivers.

Object to the proposed closing of 29th between Parkway and Hilyard. As far as I can see it will not alleviate any problems and they don't need it for a park. I think it will be just like the closing off the Jefferson Street off-ramps throw more traffic into existing place and make it most inconvenient for a lot of people who have to go long ways out of their way.

The city's short sightedness in not correcting 30th and Hilyard before this is incomprehensible and knowing of the problem at that intersection and allowing commercial establishments to build there is just plain negligence. I honestly believe the only solution for 30th and Hilyard is some sort of an over-under pass arrangement. No "band-aid" solution such as you propose will be satisfactory.

It is difficult for me to choose if I approve or disapprove of this project. I think I recognize a need for it, yet at the same time I feel that its a shame that it is necessary. It would seem to be a project that would have my approval if it were coupled with a simultaneous project to encourage the use of mass transit (existing and others to be developed) and effectively discourage the extensive use of the private auto. This would ensure that the widening project would not have to be re-widened three years from now.

The improvement at 29th and Willamette is significant. I believe this is indicative of the smoother flow at this intersection that would be accomplished.

I don't see how widening streets would help the problem any. It seems to be a waste of money.

Tunneling 4 lanes into 2 at 34th is only going to compound a very difficult problem already existing on south Hilyard. There is no other major arterial feeding out of that area. An overpass should have been built at the time 30th was extended. Also the city should never have permitted the building of multiple dwellings on a large scale in the south hills before they had this access problem solved.

The problem at 30th and Hilyard is a real problem. However, any changes at that point can be compared to pouring water into the wrong end of a funnel. Some of our real problems are the Amazon Parkway; some corrections that should be made are (1) (forget politics) and extend to 11th and 13th, possibly by widening Oak and Pearl with connector at 18th or 19th. (2) Take bicycle paths off and put them in Amazon Park. No bikes should be allowed. (3) make 40 mph speed effective. Have police issue tickets to violaters (35 mph and less should be made use other streets) this should include city bus.

Appreciate the traffic lights recently installed on Hilyard Street. Before it was almost impossible to get out of the Albertson Parking lot.

Slower Speeds on East Amazon.

Hilyard Street needs widening very bad. 30th Avenue and Amazon Parkway do not need any improvement.

Some of the questions appear to be fishing for inconsistent answers. I assume this means that if the survey ends up with "unfavorable responses", the survey results can be invalidated. Our major objection is the increased speed traffic and noise that will be created on 30th Avenue. Most of the people using this route appear to be students. It would appear a cheaper, easier, more rational solution would be to reduce the number of parking spots available, making it more desirable to commute to the school by bus and take advantage of their reduced rates and the very favorable bus routes.

Just feel the project at Hilyard and 30th has not been worked out enough for at present it is a real problem, but after dealing with them some 30 years they will do it as they see fit and you can like it or not but you have to live with it.

Additional bike paths in the area of Hilyard and Amazon Parkway would make it much safer to ride there.

There seems to be an argument that the improvement will bring more traffic to the area; but I believe that whether or not we make the improvements, the traffic will continue to increase, so I would like to see the project completed, so as to be ready for it.

The street is fine. There are just too many cars! We need a car pooling program. It would also help the pollution.

You ought to modify your plan and include in the modifications add an overpass of 30th over Hilyard with ramps to Hilyard. Of course this is politically inexpedient due to the fact that Citizens Bank was allowed to build at the corner - it and part of the parking lot at Drive N' Save would have to go. Of course, allowing C. Bank to build worsened the congestion - only idiots would have OK'ed this - so your sincerity in solving Hilyard is a bit suspect, don't you think? I've seen countless accidents or near accidents at the C Bank entrances - in fact, an auto hit their building once! Hardly a wise location, although lucrative I'm sure.

The overpass I mention is the only way you will solve congestion from the LCC and freeway traffic - with an overpass you would eliminate the stoplight and allow free flow on Hilyard. Widening the street simply means maybe two lanes to stack the waiting cars. FLOW on Hilyard is the problem.

A good share of the congestion might be eliminated if the unresponsive LTD would install a morning and evening bus route from the Edgewood and Dunn School area direct to campus. With all the professors and students out in this area not to do so is also sheer idiocy. NO ONE WANTS TO SPEND 45 MINUTES GETTING TO CAMPUS BY TRANSFERRING DOWNTOWN. I can walk quicker than that- others agree and shun the service. Seriously, if it were done on a trial period next fall and was well publicized I'm sure the run would be full. LTD might even have to add a second bus.

Stay with any and all improvements to bike paths. How about a LTD tax break for employers whose employees carpool it?

What about more independent routes for LTD rather than this stupid central location for 'transfers'? Seems really inefficient. Other transit systems do not run this way (unless they are Greyhound). It would seem that several scattered transfer points would be more flexible and better for the city. Again, it is probably politically inexpedient due to the ripped-off Mall merchants who want captive customers. It is quite evident that only 'business' counts in Eugene -----.

We would appreciate better bicycle lanes at the intersection, particularly for someone heading from 30th and Hilyard to U of O. Better bike lanes may relieve auto congestion I bicycle through the intersection using the street because the bike lanes point toward the high school and Sr. High. I go to U of O. I don't like to use Alder because it is more difficult to cross 30th and Alder. Is harder to bicycle on northbound than is Hilyard. Southbound I use Hilyard south of 27th because the best way to cross Hilyard is north of 30th.

I feel the department is doing an excellent job with what money they have.

We moved from a small town to a larger one for its greater facilities, including a public transportation system. We moved into this particular neighborhood because the following items were accessable by walking, bikeing, or bus. (1) University, LCC; (2) shopping within walking distance 24th & Hilyard, 30th & Hilyard; (3) grade, jr. hi, high schools; (4) public park including swimming pool; (5) community center with facilities, classes. We liked the ease of obtaining needed services without polluting the air especially at this south end of the valley, the visible pollution seems to pile up. If these intersections are widened as planned, it would seem to encourage traffic by car as it discourages other ways of traveling by making it more difficult and dangerous to walk or bike and certainly less pleasant.

Anything we can do to help move traffic in this town would be an improvement. This includes straightening out some of the "problem areas", such as 30th & Hilyard, as well as better bus service as an incentive not to drive a personal car for every trip from home. Also, in some areas there is conflict between bicycles and cars for use of the road. Eugene is not a country town anymore. There are not enough thoroughfares and main arteries to support the growing (and already existing) transportation needs of the community.

I support bicycle riding and new lanes and bikeways as an alternative to autos; however, I do not feel bicycles should be allowed on Hilyard when the traffic volume is so high. It is hazardous for cars and bikes alike.

I object to the proposed vacation of 29th avenue from Amazon Parkway to Hilyard St. I personally would be putting more mileage in getting to work and returning. I believe this would also add to congestion at 30th and Hilyard as many cars turn on 29th as they do not need to continue further. I think bus travel should be for peak hours, too many busses traveling with one or two passengers!

More money should be put into alternative means of transportation instead of widening the streets unless Eugene is being developed towards an L.A. lifestyle. Thank you for giving me an easy means to comment on the project.

A traffic signal at 29th and Hilyard would be extremely beneficial.

I believe in general that the proposed plan will help alleviate the congestion and possibly decrease the chances of accidents at the intersection of 30th and Hilyard, but the vacation of 29th will lessen the overall proposed plan to alleviate the congestion because the vacation will add additional traffic at the 30th and Hilyard intersection, thereby nullifying any proposed improvement of the congestion at the intersection in question. Traffic flow is as important as use of parkland there's other ways of combining the park land such as overpasses, underground tunnels, etc. I would strongly recommend that the plan be revised to leave 29th as a traffic way, or otherwise the proposal will be a short term improvement.

I use the bus exclusively for work travel. My children also use the bus frequently for town shopping. The older children use bicycle almost exclusively for travel.

Additional Comments questionnaire on widening 30th and Hilyard.

My family strongly feels the necessity of reducing dependence on the private auto. The original Environmental Impact Statement included nothing about plans to accommodate pedestrians. It did have some plans for bicyclists who wished to travel west of Hilyard Street. It would seem to put the money to better use if that money could be spent on facilities designed to encourage less use of the auto. Those people who live off Agate Street south of 30th, for instance, have no bus service to town except by walking down Agate, a steep street plagued with speeders, dashing across 30th, 4 lanes at that point, and flagging the bus. There is no place beside 30th for walkers or bikers. Those residents have very little choice but using their cars. I'm sure this situation also holds true for people living south, who use Hilyard to come to town.

It would make sense to slow traffic and to decrease it on 30th Avenue, which runs past a grade school and between many residents and their grocery store (Drive N Save) on 30th and Hilyard. It is really too bad to cut off access from a large park and its facilities (Amazon) and to bring cars and pedestrians to a clash at 24th and Hilyard where junior high students cross to Roosevelt Junior High. Don't make things easier for the motorists.

If this money could be partly used to improve the intersection at 30th and Hilyard (I understand LTD needs more lanes so that a bus can turn there) and partly used to encourage use of other means of transportation (constructing bike and pedestrian paths, bus shelters) I would approve the project.

If it were documented that 29th would be given to park land to replace that land to be used on the west side of Hilyard, I would approve. This was mentioned only as a possibility in the EIS. You don't cut out park land without replacing it.

If plans were made to siphon thru traffic to Amazon Parkway, which is designed as a limited access road, and to restrict Hilyard to local traffic, I would approve. It really doesn't make sense to me to surround a park by busy roadways and make getting there difficult.

It really seems to me that if the south part of the valley is to continue to develop, the three main traffic carriers, Willamette Street, Hilyard Street and Amazon Parkway will either have to become super highways to carry all the traffic generated, or more thru roads will have to be built, or people will have to use other methods of transport besides the auto. With the shortage of fossil fuel, the pollution problem here in the Willamette Valley and the predicted rise in population, plus the strong feelings of many new to Eugene about keeping it a liveable healthy place with people biking and hiking, it would seem to make sense to plan for alternatives other than cars.

I've thought a lot about this change in Hilyard and 30th. Yes, I see the traffic at that intersection as a problem. I just don't agree that the prospective widening will solve all the problems. As far as I'm concerned, some problems such speeding on 30th, pedestian facilities, bike facilities, have not been looked at.

I think the bicycle underpass is another fallacy for the bicycle people. They will not stay off Hilyard. Alder has been rebuilt for bicycles so that traffic is on Hilyard. Also the bicycle. Lets do something about getting the bicycle into the areas designated for them and let we the people that still use automobiles to do our work have some streets safe to drive on without having to dodge bicycles all of the time. The ramp built for wheel chair people just made auto driving more difficult as the bicycles do not look or care as they shoot from the sidewalk across the street in front of you. How about the bicycle people sharing some of the costs. Like a real licensing program.

I would like to see some attempt made to encourage local businesses to stagger working hours so as to spread out rush hour traffic somewhat.

Does the Federal Aid Urban System mean that additional taxes will not be needed? Plus -- will this estimate be realistic at time of inception and remain the same dollar wise?

Last time I filled out questionnaire I received a letter saying I had not --if you are that inefficient again I must insist you stop sending me this unsolicited crap which probably doesn't make a bit of difference at this point anyway. This is just bureaucratic pencil-pushing and I don't need it.

I think the traffic plan is in error. The social cost of widening 30th Avenue to encourage urban sprawl is high; the benefits dubious. How about a toll gate instead of subsidized passage?

Too much money is being spent on bike trails etc. without the bike riders paying their share also bike riders are the worst traffic offenders in the city. The police don't even give them citations like they do vehicle drivers. We quit riding the bus since they changes the route. We can still get it at 35th and Kincaid but coming home from town it goes 15 or more blocks south before coming back to 35th and Kincaid.

It might be nice if you do a similar survey for the proposed Fox Hollow improvement and uphill bike lane. Also it would be nice to see the results of the survey say through the newsletters of neighborhood groups.

APPENDIX D

Minutes of Eugene City Council Hearing, March 1977

~~Mr. Williams noted that in his business he had employed incarcerated individuals and in each instance where it was unsatisfactory, it was simply a matter of the person skipping town, that in the matter of personal relationships with customers and working people the individuals had worked very well.~~

> ~~Mr. Haws moved, seconded by Mr. Hamel, to grant the appeal denying the license by the Police Department and to issue a license to Wilford Byrd.~~

~~Mr. Bradley noted that, based on a lack information on an application, similar arguments had been made and the Council had voted against such appeals at recent meetings. He felt the issue was that the Council should have some kind of consistency or some standards with which to decide such issues. Mr. Haws felt the process was the issue; that the applicant had been asked to fill out a form and did not put down the correct information. He said the question was should the Council grant the license not knowing what the convictions and arrests were in this particular case. Mayor Keller indicated he felt the question of process was involved, that to override the Police Department would be taking away from their authority. He indicated he felt no harm would be done in asking the applicant to reapply, or that the Council should forget the entire process. He stated that if the Council wants staff to do its job, then it should follow through on the job that is done by staff.~~

~~Mr. Bradley questioned legal counsel as to whether a two-step process could be involved: Council could allow granting the appeal at this time and then grant the license at another time. Ms. Benjamin said the Council would either have to grant or deny the license at this time. Mr. Delay questioned whether there was a certain waiting period for the applicant to reapply, to which Sergeant Smith replied there was no certain time period . Mr. Haws noted there was a need for more information on the arrests and convictions.~~

> ~~Vote was taken on the motion which carried with Williams, Delay, Obie, and Lieuallen voting aye; Haws, Hamel, and Bradley voting no.~~

A short recess was taken.

I-A-2
thru
III-A-10 3P

E. 30th and Hilyard improvement--widening intersection: Recommended by the Public Works Department; copies of materials previously distributed to Council members. Manager noted the Public Works Department had requested the public hearing before the Council to consider this project and provide future direction for benefit of the staff.

Don Allen, Public Works Department, reported the work session held with the Council and Public Works Department, and the packet of materials on the project that the Council had received to date. He noted the Public Works Department was the proponent sponsor of the project, and that Glen Clark of the State Highway Department was in the audience to answer any questions as well as a member of the Lane

Transit District and a member of the Lane Council of Governments.

Mr. Dave Reinhard, Public Works Department, reviewed the environmental impact statement and the process to date. He noted that the request before the Council was for authorization of the environmental impact statement to be completed and sent to the federal and state authorities. Mr. Reinhard then proceeded with a slide presentation in which he noted on the flow chart the various steps which had been taken in reaching this public hearing for the enviromental impact statement. He said there was a need for improvement in this intersection to alleviate the rush-hour congestion. An opinion survey had been conducted, both for households in the area, automobiles passing through the area, noting the results were in the report distributed to Council. He said that 70 percent of those surveyed had favored the widening project and there was no proposed major arterial for this area. Also the need for the widening of this street intersection seemed to be the only viable alternative to the major congestion problem in the area. One alternative had been suggested, to stagger work hours, but no extensive investigation had been made of this alternative, as the potential would be limited. He noted that LCC and the University of Oregon were the major employers for people passing through this intersection and that their hours were quite scattered already because of the variety of schedules.

Mr. Reinhard reviewed the environmental impact statement in which the following issues were addressed: 1) traffic will increase in the area, most from residential streets; 2) it is projected that the air quality will improve, with the auto emission controls, and the traffic flow will be somewhat smoother; 3) noise probably will increase because of the traffic increase, but the traffic will increase whether or not the improvement is undertaken; and 4) the impact on the park land would be that 16,000 square feet of Amazon would be taken out, but that 21,000 square feet would be put back in with the closure of 29th Avenue, and there will be other developments in conjunction with the Parks Department in the area. Mr. Reinhard concluded that the Public Works Department felt the project was needed at this time. He noted the project is far from being completed in specific design, that Council would have the option on all the final details. He noted again that the project widening was an attempt to alleviate congestion. He said there was some sentiment against the improvement in the road widening, and that Council would have to face the issue of either approving the projected road widening, or take a look at the later use decisions of the area, that growth in that southeast section of town will bring higher traffic loads and more congestion in the intersection.

Public hearing was opened.

Sharon Posner, 2473 Columbia Street, spoke as a representative of the League of Women Voters of Central Lane County. She noted the League had been persuaded that the intersection would have to be improved to accommodate the traffic flow through the area and eliminate air pollution. The League agreed that the safety problems were being addressed and that the Lane Transit District was being sufficiently involved, but their only concern with the street widening project was that it would exacerbate hazards for bikes and pedestrians. The League did not want the safety considerations to become subservient to serving the traffic flow, and urged intergovernmental cooperation to solve the safety problem while controlling the traffic solution. Mr. Ivan Niven, 3940 Hilyard Street, noted he had been living in the area for 34 years and had seen the great increase in traffic during that period of time. He said he was in favor of the 30th Avenue widening project because the intersection had become such a serious bottleneck. It was clear many people were evading the corner of 30th and Hilyard by using 27th, 28th, and 29th Avenues. He urged Council approval of the intersection widening project.

Those speaking against the project were: Paul Harrison, 400 East 32nd Avenue, speaking as a representative of the Dunn Neighbors group. He noted the regret of the neighborhood groups that Ms. Smith, who represented the area, was not present for this Council meeting. He said that the group was not anti-traffic, that it recognized there was a problem of congestion in the intersection, but that the Association did oppose the proposal in its present form. The group had passed a resolution opposing the proposal for widening 30th and Hilyard as it felt there are other alternatives that would make the neighborhood more livable. The concerns of the neighborhood association were: access from the neighborhood to the major shopping areas across Hilyard would be difficult; an increase in noise and air pollution; the widening of the intersection seemed to be a way of gradually cutting up the city. He noted his own personal concerns for the proposed project and said he had timed the delay during rush hour and it was a two-to four minute delay, which he felt was not necessarily serious. He was also concerned with the proposed spending of a half-million dollars on the project, and paving over three acres of parking area, asking why there was such a major project for a relatively minor congestion problem. He questioned whether there were plans for a major arterial into the neighborhood by the 30th Avenue widening project and questioned the piece-meal approach to a major arterial network around the city. He noted that he did not want to stop the project but did want to participate fully in developing an overall transportation plan.

Randall Thwing, 3760 Onyx Street, spoke on behalf of the Southeast Firs Neighborhood Association. A letter was submitted for the record, noting that the consensus of the group on March 7 was to oppose the project as proposed. He said the group felt that the widening of 30th and Hilyard was a way of assisting those travellers who were passing through the area, and did nothing for those living in the area.

Bob Wazeka, 2728 Baker Boulevard, spoke against the proposed widening project on behalf of the Sierra Club. He said the Club opposed the project because they felt mass transit would better meet the needs of the area and that the environmental impact statement as proposed was inadequate. He questioned the need that had been defined in the environmental impact statement, noting that congestion only occurs in the morning and evening rush hours. He said mass transit would be an alternative and he felt that the Public Works Department needed to have more data on various alternatives rather than the widening as proposed. Possible alternatives mentioned were: 1) park and ride facilities in south Eugene; 2) more buses available during rush hours; 3) air cushioned vehicles or railroads; or 4) improve the transit used at intersections with free fares during the rush hours. He noted a concern that this improvement would be to a quasi-freeway and the truck usage would increase in the major arterial streets.

Wayne Wiltanen, 645 East 31st Avenue, spoke against the proposed project also. He noted that he had constructed an elaborate computer simulation program model of the traffic flow through the intersection and had counted the peak traffic volume during the rush hours. He felt there was no traffic jam, but that some accommodation was needed to improve the traffic flow in the area. Alternatives suggested were that perhaps a no-left-turn off of Hilyard from the northbound traffic in the morning would be useful, eliminate any turns off of Hilyard during the rush hours, or have two lanes northbound in the morning and two lanes southbound in the evening, taking out the center islands and creating the two through lanes with no turns. Another consideration should be some widening of the corners on 30th and Hilyard to accommodate bus turns.

Huibert Paul, 4390 Pearl Street, said he opposed the proposed project because it would benefit only those people who are going to work by car. He noted that going to work by car was a bad habit and a costly consumption of energy; that perhaps staggered work hours could be an alternative. He noted a serious problem existed if the use of the automobile were not controlled, and favored the use of bus or bicycle. He felt the amount of money being proposed the project should be used to reduce the national debt or making foot and bike paths on Fox Hollow Road. He asked if the City was so short of money, why spend such a large amount on a controversial project.

Charles O. Mathis, 365 East 31st Avenue, noted that the project had some advantages, but he saw many disadvantages for people living in the area. He felt there was a need for a traffic signal to get across Hilyard to the shopping center, or people would be forced to go through the residential streets sidelining 30th Avenue. There was a definite traffic bottleneck in the area and he would like to see bike path plans with a traffic light on 31st as an alternative.

Roz Clark, 2683 Alder, represented the Amazon Neighborhood Association. The group felt there needed to be some alternatives to the plan that would contribute to various types of transportation in the area. She noted many alternatives: to remove the islands for buses, to hire a traffic cop during the rush hours, to have no turns off of 30th during the peak rush hours, to have traffic diverters on neighborhood streets, to change Hilyard and Amazon to one-way streets, to stagger work hours, to educate people to carpool and use mass transit, to make Hilyard a toll road, to limit the growth in the south hills area, to let the neighborhood groups design mass transit, to set up a task force to study alternatives, or to use the money for mass transit instead of for road improvements. She said any of these suggestions would be alternatives desired by the group in preference to widening 30th Avenue.

Doug Clark, 2683 Alder, was concerned how the proposed project fit in with the comprehensive prospective development for the south Eugene area, noting a special concern over a piece-meal approach to traffic problems in the area. He said if there is a larger proposed arterial development, that he would want to see what it is and for Council to allow public input on that proposal. He noted the concern of the various neighborhood groups in the area and suggested that perhaps a committee could be set up with the Council working with the Public Works Department and the neighborhood groups to develop some alternatives to the problem.

Clark Winston Cox, Jr., 1085 Patterson Street, felt there was a problem at the intersection and that some of the components in the proposed plan were good. He objected to adding extra lanes for cars and trucks, which he felt would attract more traffic, thus adding to the congestion. He favored a mass transit alternative.

John Decherd, 2661 Elinor, questioned if this project were not approved, whether the money would be available for other uses. He asked why the Public Works Department had not tested a wide range of alternatives during the last couple of years.

Tonner Hays, 2990 High Street, said he was in agreement with the testimonies presented thus far opposing the project. He noted neighborhood groups should be allowed to get together to discuss the projects and have input on projects which would affect their areas.

Ann Morsello, 2643 Kincaid, agreed with testimony against the project. She noted the safety factor for children in the area who attended schools closeby, using bike paths or walking across Hilyard to the stores in the shopping centers. She questioned whether there was a major arterial proposal in the background and this was just one step toward that, whether a recent Register-Guard report of making a freeway was part of this arterial program. She felt the public and the groups involved should have input on such a major design.

Elsa Struble, 2730 Alder, represented the Amazon Neighbors opposing the project. As an individual, she said this project would do nothing for neighborhood beautification. The Public Works Department was responsible for the road system in the area, yet the City Council had a wider commitment to the future, noting the gas shortage, and emphasizing her desire for more use of mass transit.

Betty Mathis, 365 East 31st, said that she favored a plan of two lanes going northbound in the morning, and two lanes going southbound in the evening, and noted her agreement with the testimony on safety hazards and difficulty in reaching shopping centers.

Howie Bonnett, 1835 East 28th, cited the previous Council decision to postpone this project. He said he had difficulty in looking at the proposal and did not know how it fit in with the E-SATS update. People in the area who would be affected by the project wanted to be involved in the planning process and asked for postponement of the project until the E-SATS update was completed and neighborhood hood groups could formulate alternatives. Others who wished to speak against the proposed project but were not able to because of the time element were as follows: Mike Elder, 510 East 32nd Avenue; Sidney Herbert, 2750 Onyx Street; Hilary Frazier, 398 East 32nd Avenue; Steve Rosenfield, 3475 Pearl; Jake Weiner, 209 East 30th Avenue; David Piper, 2815 Hilyard; Dennis Phillips, 175 East 31st Avenue; Pinky Koshner, 2663 Harris; and Peter H. Wells, 155 East 37th Avenue.

Public hearing was closed with no further testimony being presented.

Mr. Haws asked the questions: what would happen if the project were postponed until the E-SATS update was completed, and what would happen if the money were not spent on this particular project? Mr. Allen replied if the funds were not spent, they would not come back to the Public Works Department for another project. This project had gone through a selection process in the community and the money would go back to the state as a last resort. There was a tight time frame involved for using these funds in the community, and this project had been in process for six years. As far as the E-SATS, he noted it had not been finalized, but would probably be done by mid-summer; then it would have to be adopted. June 1978 was the deadline for use of the funds for this particular project. He said there was a very tight schedule for completing the project unless the state would extend the June 1978 deadline.

Mr. Bradley noted that in previous Council action regarding long-range goals for major diversion of auto trips to other modes, that the congestion level had been rated from A to F and asked at the peak rush hour, what traffic level would be reached at this intersection. Mr. Reinhard indicated that the March 1977 counts would make the intersection fall into the B category, but that during the peak rush hours the traffic level reaches a D level, and it is projected to be a E level in the year 2000, based on projected growth of that area.

Mr. Dave Rynerson, LTD, spoke as a staff member of that group. He noted LTD had a great interest in the intersection widening as they saw a need to make surface improvements in that area, and a need to connect the routes to LCC, U. of O., and west Eugene. LTD would like to see a traffic signal to facilitate bus movement in the area, bus turnouts, a bike parking and shelter program, and schedule signing. LTD saw this as an opportunity to coordinate the improvements of the area with the Public Works Department. He was not making a judgment on the design of the proposed project, but simply saying that LTD wanted mass transit elements in whatever design was used.

Mr. Delay expressed concern regarding operating in a vacuum without the E-SATS statement, noting what pressures this particular improvement would have in the remainder of the arterial system planned for the city. He asked what other areas might be affected and asked for a clarification if this is not the final design, could alternatives be explored at this point. Mr. Reinhard wondered what the City Council's wish was as to what areas the Public Works should explore, noting that the environmental impact statement had significant components of the project submitted in it as it relates to design, and was requesting proceeding with the number of lanes as proposed in the design. He said as for other street widening projects the art of traffic forecasting was not very exact. He said traffic flow assigned by forecasts based upon existing conditions does not account for congestion, but then assumptions were made that improvements would be able to handle congestions and increased traffic.

Mr. Delay asked what capacity the Public Works Department would have to deal with these problems, the alternative ideas that had been presented, and how much work load could be handled in exploring the alternatives or in making minor adjustments. Mr. Reinhard replied that the staff could look at the lesser improvements, but essentially, the proposed improvements were the ones needed for the extent of improvement in that interesection area. He said the staff meant to do the job right, and not in a piecemeal approach or not an overkill. The specific design features would be handled later. Mr. Hamel asked if staff could get together with LTD and face some of the questions that had been raised by the citizens in the public testimony. Mr. Allen replied that the staff had been working closely with LTD and would be doing so on the final design.

> III-A-10 Mr. Haws moved, seconded by Mr. Hamel, to authorize the Public Works Department to proceed with the final environmental impact statement for submittal to the state and federal agencies.

Mr. Allen noted that the two agencies involved could make adjustments to the environmental impact statement before it goes to final design, and that the final design would be brought back before Council Mr. Haws saw a need for improvement in the area, but would like to see more alternatives proposed. He would like more information; therefore he was going to vote no on the motion.

Mr. Lieuallen saw a problem in the area and was interested in LTD's position and also interested in bike facilities, but he had faith in the development of the proposed project by the Public Works Department and was going to vote to approve the motion. Mr. Delay noted serious concerns about the proposal as it stands and the questions that had been raised by the people in public testimony. He felt a hard look at the future development of the area was needed, including mass transit, car pooling, buses, and providing incentives for reducing automobile use. He could see the need for making improvements, but felt there had been a lack of consideration of alternatives for the project. Mr. Bradley he did not feel there was a safety hazard in the area, but a concern for inconvenience, noting that the concern for traffic congestion had to be balanced against livability in the area and he leaned toward more livability, saying there was a need for alternatives to the proposed project.

Mayor Keller mentioned this was not a major arterial, but a major intersection and there was certainly a need shown for improvement with congestion that occurred at that intersection. He said there were going to be more and more people in the area, and that pollution improvement as part of the plan in keeping the cars from stacking up seemed to him to be a viable alternative. He was delighted that LTD was invovled in the planning process. He said the City Council had been facing this problem since 1975 and the problem has worsened considerably since that time. He noted that public input can still be derived before the final plan is approved.

Vote was taken on the motion which passed with Williams, Obie, Lieuallen, and Hamel voting aye, and Haws, Delay, and Bradley voting no.

III-B-1 F. Appeal Whitson Minor Partition (M 76-105); Panhandle Policy Manager noted that the appellants were William D. Kirkpatrick, et al. Planning Commission had approved the Whitson minor partition October 13, 1976, with an appeal submitted from that action and considered by the Planning Commission on January 24, 1977. After review of the testimony submitted, the Planning Commission voted to uphold the staff's determination for the minor partition. He said a subsequent appeal of the decision of the Planning Commission had been submitted to the City Council and materials had been distributed to Council. Mr. Saul said the Planning Commission's decision was made based upon the determination that the proposed partition met standards adopted by the Planning Commission and City Council for evaluation of panhandle lot proposals: The original lot must contain a minimum of 14,000 square feet and this original parcel contained over 20,000 square feet; a structure on the rear lot must be separated by at least 20 feet from structures on the front line, and the existing lot in Parcel 1 is located 55 feet from the proposed parcel line; structures on the lots created through the panhandle lot process should be located so as to maximize separation

APPENDIX E

Report on Left Turn Restriction Tests, June 1978

MEMORANDUM

June 22, 1978

TO: 30th-Hilyard-Amazon File

FROM: Dave Reinhard, Planning Engineer, Public Works Department

SUBJECT: MEETING WITH AMAZON NEIGHBORS, JUNE 21, 1978

I attended a meeting of the Amazon Neighbors to present an update on this project. The main purpose was to review the left-turn restriction tests that we conducted during the past six months, our conclusions from those tests, and where we expect to go from here with the projects. I handed out three sketch maps showing the results of the two left-turn restriction tests (copies attached). I explained that the pre-test counts were taken in January 1978, and I believed that the Test 1 and Test 2 counts were done in March and May, respectively, with each location counted during one or two weekdays. Some comments were made that counts should have been done over a longer period of time, but I explained we counted as many locations and times as we could with the available equipment and manpower.

We reviewed the test data and I summarized our conclusions, as indicated on the attachment. Some desire was expressed for doing further tests such as reversible lanes or removing the concrete islands. I reviewed our reasons for not doing a reversible lane test, and explained that we would resist spending money to remove the islands since the City Council direction was still to pursue the widening project, and it could be under contract as early as next year.

I then went over the design features of the proposal, using the drawings prepared by our department and Parks Department design staff. The reaction to the medians, landscaping, and other new features was generally favorable. Some concern was expressed regarding bus stop locations in relation to noise and sight distance. I said we would review these locations, but indicated that we had decided on them only after an exhaustive study of alternatives. There was also interest in a wider turning radius and possible "free right turn" from Hilyard onto 30th, and I said we would look into that.

In an informal vote, a majority of those present stated they still did not approve of the proposal, while about three to four people did approve, and about the same number wanted more information about the project and possible alternatives.

I was asked whether and how the group could still have input into the project. I responded that we would be giving essentially the same written report to the City Council in the near future, but unless the Council wished to reopen the matter, we would continue to seek federal approval for the project. The Council would be required to hold a public hearing prior to awarding a contract, which should occur by next spring.

DR:ml/THa20

Attachments

cc: Don Allen
Jim Hanks
Ed Smith
Amazon Neighbors
Southeast Firs Neighborhood Association
Dunn Area Neighbors
Betty Smith, Scott Lieuallen--City Council

SOME FACTS ABOUT THE 30TH-HILYARD PROJECT

Eugene Public Works Department
June 21, 1978

1. Results of the six-month left-turn restriction tests:

   A. Both tests improved the level of service for rush-hour traffic.

   B. Both tests resulted in substantial increases in traffic on adjacent residential streets (up to 136 percent above pre-test conditions).

   C. Amazon Parkway showed an increase in traffic for both tests, while 30th Avenue and Hilyard traffic remained fairly constant.

   D. Traffic on both 24th Avenue and 29th Avenue west of Hilyard increased substantially during both tests.

   E. Both tests generated a total of seven complaints and four favorable comments.

   F. Test No. 2 (left turns permitted, but no separate traffic signal phase) will probably be left in place until the approaches are widened.

2. The widening project is still needed, based on the following:

   A. The diversion of traffic onto residential streets, caused by the congestion and difficulty of turning left on Hilyard, is contrary to City policy and sound neighborhood planning. Amazon Parkway, 30th Avenue, and Hilyard Street are the only streets in this area designated to perform an arterial function, whereas present conditions place a large burden on local streets to serve part of that arterial function.

   B. Projected traffic volumes will worsen the congestion and the spillover traffic onto local streets. These projected volumes assume that 30 percent of Eugene's trips will be on alternative modes by the year 2000.

   C. The traffic forecasts are based in part on the following facts:

      1. Between 1970 and 1977, the population of Census Tracts 50 and 54 (which make up most of southeast Eugene) grew from 7197 to 8908, a 24 percent increase.

      2. Between 1977 and 2000, this figure is expected to increase another 67 percent, to 14,906.

(over)

3. Based on public comments on the proposed widening project, the Public Works Department has worked closely with the Parks Department and the Lane Transit District on modifications to the proposal. As a result, the design will include the following features:

   A. Planted median islands in several locations, and new street trees throughout the project.

   B. Incorporation of park land development as part of the project, such as planted berms along the west side of Hilyard and the north side of Amazon Parkway.

   C. Closure of 29th Avenue through the park, to unite the north and south sections of Amazon Park.

   D. Shortened length of the widening project, on three of the four approaches to the intersection.

   E. Improved design of bicycle and pedestrian facilities.

   F. Bus turnouts, shelters, and bicycle racks at several locations.

   G. A traffic signal at 30th and Alder to assist in pedestrian and bicyclists crossing of 30th Avenue.

4. The net environmental impact of the proposal will be a positive one.

   Positive impacts include the following:

   A. A net increase in park land (through closure of 29th Avenue).

   B. Partial development of Amazon Park and associated planting to enhance the project area.

   C. Improved facilities for all transportation modes: auto, bus, bicycle, and pedestrians.

   D. Improved air quality (due to less vehicle idling at traffic signals).

   E. Savings of both time and fuel by motorists and transit users.

   F. Reduction in arterial traffic spillover onto local streets.

   Negative impacts include the following:

   G. Temporary disruption during construction.

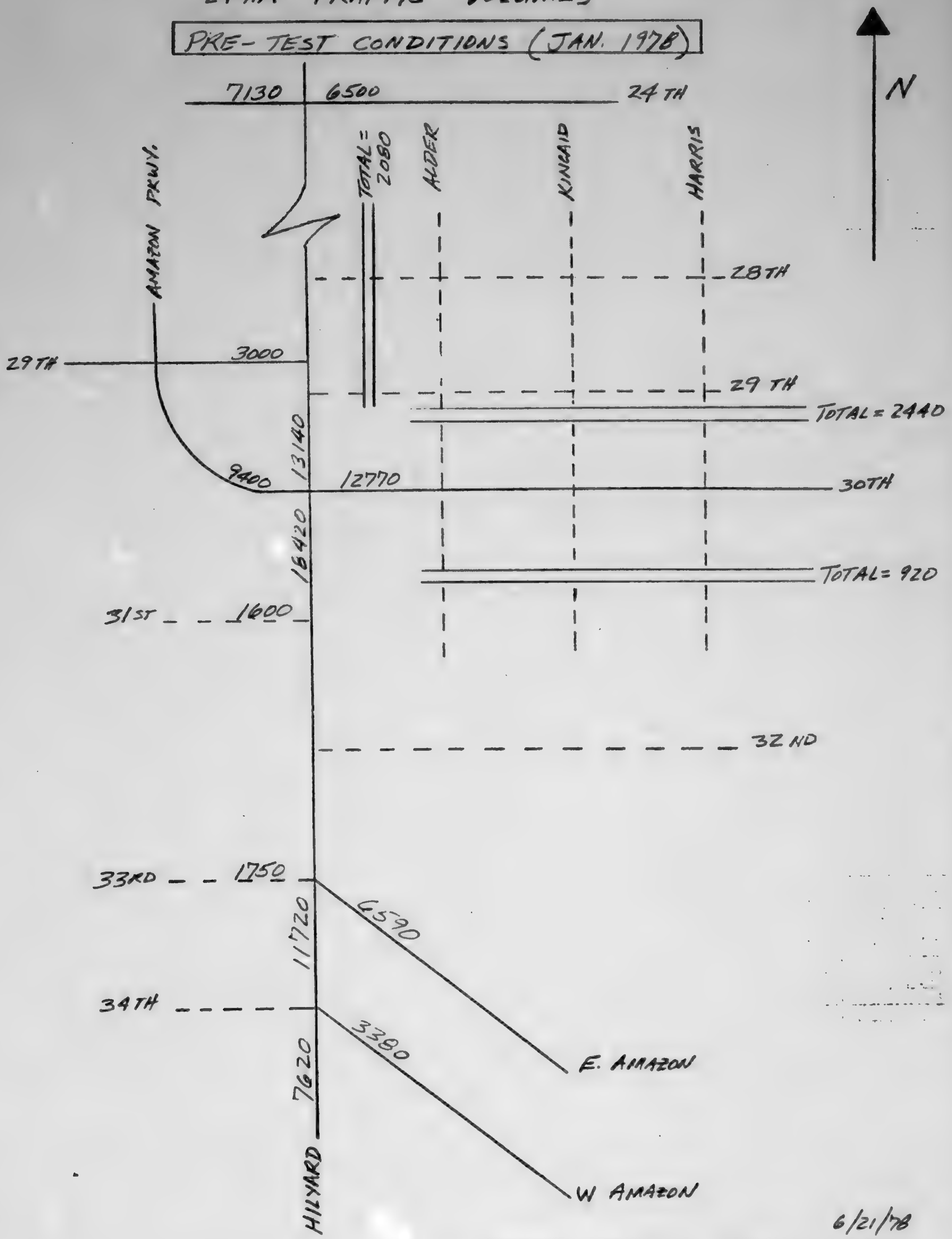
   H. A slight projected increase in traffic noise levels.

DR:ng/WEa8

30TH - HILYARD - AMAZON PROJECT AREA

24-HR TRAFFIC VOLUMES

PRE-TEST CONDITIONS (JAN. 1978)


N
7130
6500
24TH
TOTAL = 2080
ALDER
KINCAID
HARRIS
AMAZON PKWY.
28TH
29TH
3000
29 TH
TOTAL = 2440
9400
13140
12770
30TH
16420
TOTAL = 920
31ST
1600
32ND
33RD
1750
6590
11720
34TH
3380
7620
E. AMAZON
W AMAZON
HILYARD

6/21/78

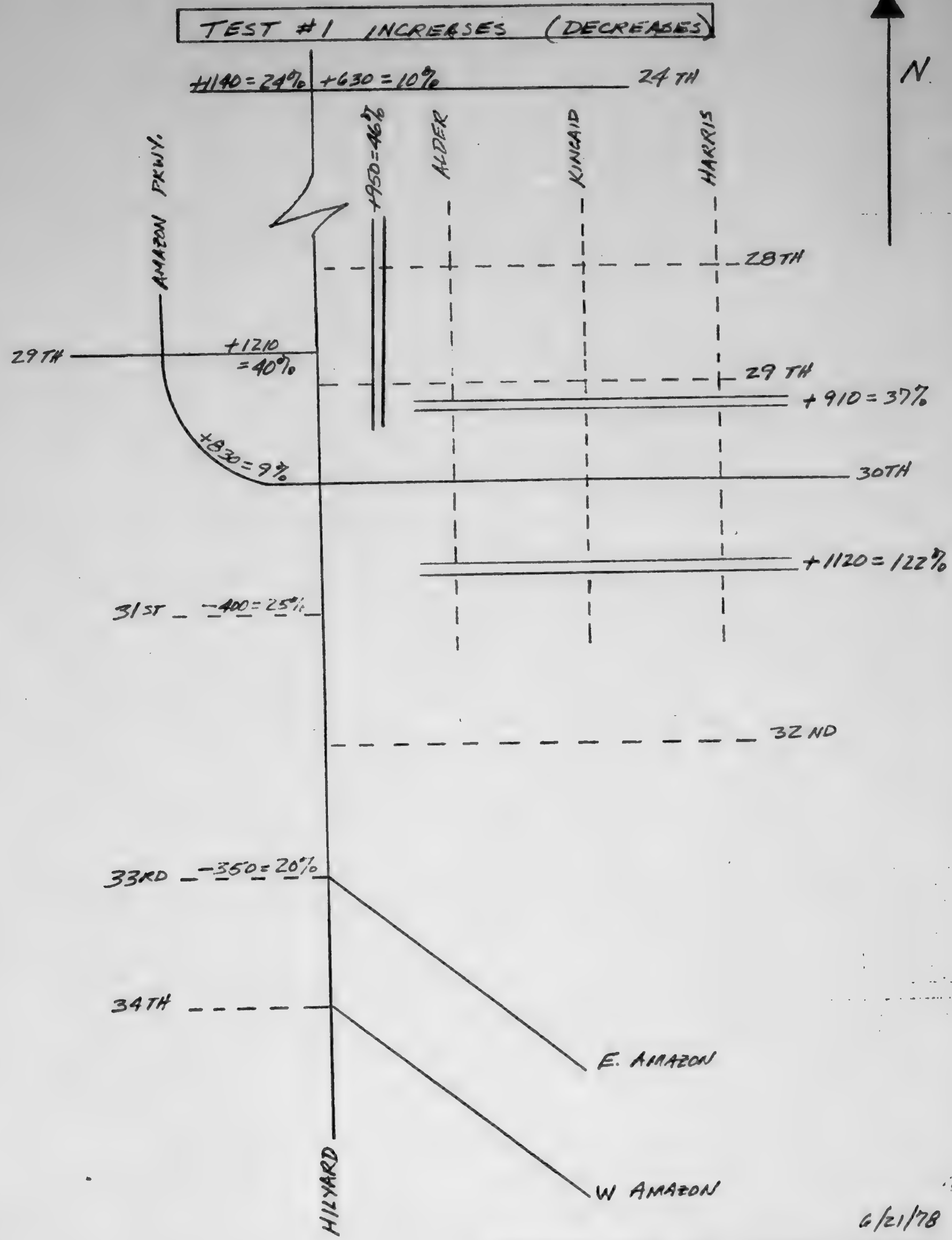
EUGENE DEPT. OF PUBLIC WORKS

[illegible]

30TH - HILYARD - AMAZON PROJECT AREA

24-HR TRAFFIC VOLUMES

TEST #1 INCREASES (DECREASES)


+1140 = 24%
+630 = 10%
24 TH
N
AMAZON PKWY.
+950 = 46%
ALDER
KINCAID
HARRIS
28TH
29TH
+1210 = 40%
29 TH
+910 = 37%
+830 = 9%
30TH
+1120 = 122%
31ST
-400 = 25%
32 ND
33RD
-350 = 20%
34TH
E. AMAZON
W AMAZON
HILYARD

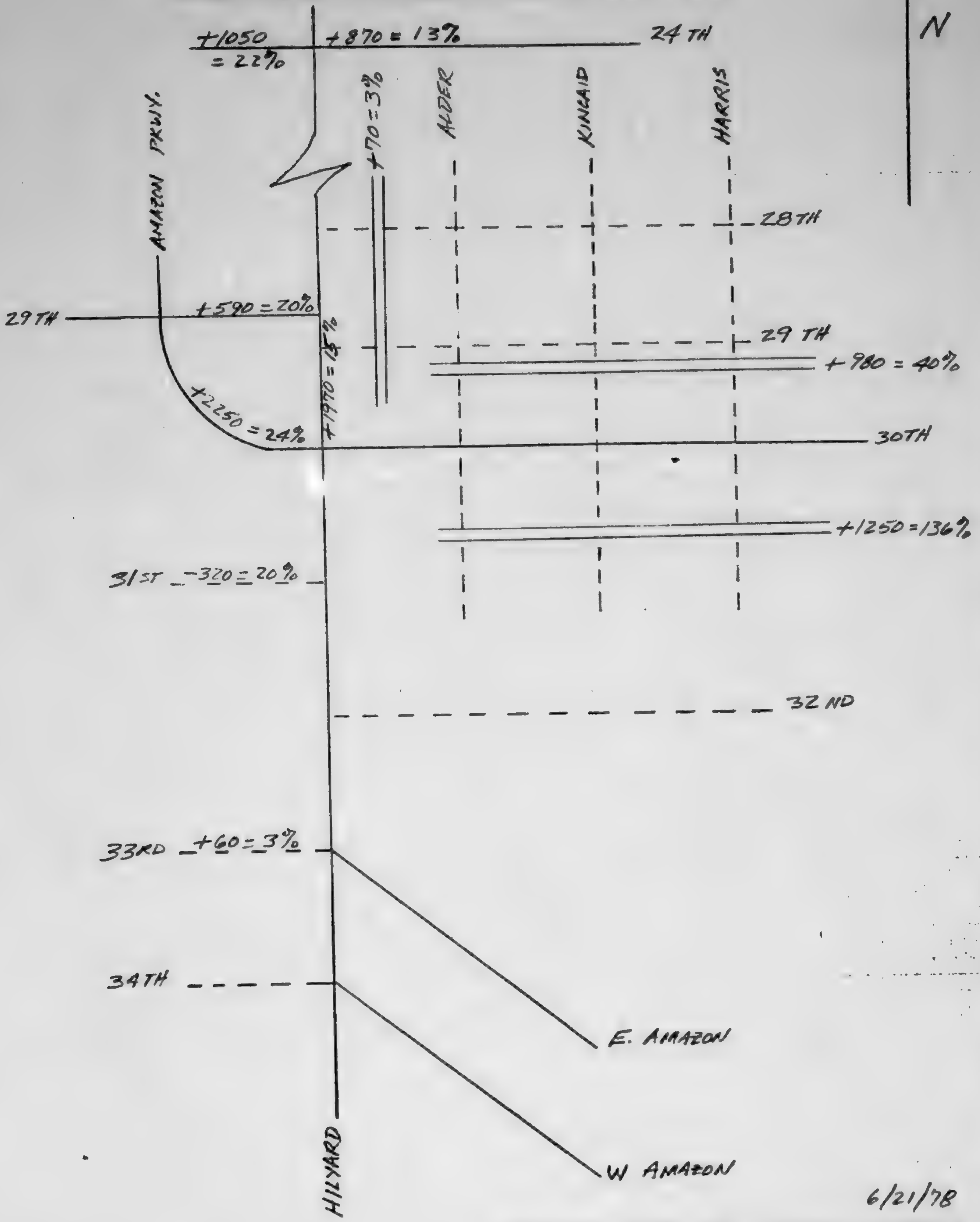
6/21/78

EUGENE DEPT. OF PUBLIC WORKS

30TH - HILYARD - AMAZON PROJECT AREA

24-HR TRAFFIC VOLUMES

TEST #2 INCREASES (DECREASES)


+1050 = 22%
+870 = 13%
24 TH
+70 = 3%
ALDER
KINCAID
HARRIS
N
AMAZON PKWY.
28TH
29TH
+590 = 20%
29 TH
+980 = 40%
+1970 = 15%
+2250 = 24%
30TH
+1250 = 136%
31ST -320 = 20%
32 ND
33RD +60 = 3%
34TH
E. AMAZON
W AMAZON
HILYARD

6/21/78

EUGENE DEPT. OF PUBLIC WORKS

APPENDIX F

Miscellaneous Correspondence

ROBERT W. STRAUB
[illegible]

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

RECEIVED
OCT 16 1978
DEPT. OF PUBLIC WORKS
CITY OF EUGENE

October 13, 1978

David Reinhard, P.E.
Department of Public Works
858 Pearl Street
Eugene, OR 97401

Dear Mr. Reinhard:

RE: 30th-Hilyard-Amazon, Proposed Widening Project

The proposed project will not impact any previously recorded archeological or historic sites. There is a possibility, however, that cultural resources may be present and will be exposed during ground-disturbing activities. If cultural debris such as bone and/or shell, charcoal, or stone tools are revealed, the SHPO Archeologist should be notified immediately and construction halted in that area. Evaluation procedures would be accomplished as efficiently as possible in order to avoid unnecessary project delays.

I am also enclosing information regarding necessary procedures following an accidental discovery of Native American burials.

Please do not hesitate to contact the State Historic Preservation Office archeologist with any further comments or questions.

Sincerely,

David G. Talbot

David G. Talbot
State Historic Preservation Officer

SLS:ko
Enc.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

PROTECTION OF INDIAN BURIALS (HB 2626)

ORS 97.740. Definitions for ORS 97.740 to 97.750. For the purposes of ORS 97.740 to 97.750 and subsection (8) of 97.990, "professional archaeologist" means a person who has extensive formal training and experience in systematic, scientific archaeology.

ORS 97.745. Prohibited acts. No person shall wilfully remove, mutilate, deface, injure or destroy an cairn or grave of any native Indian. Persons disturbing native Indian graves through inadvertence, including by construction, mining, logging or agricultural activity, shall reinter the human remains at their own expense under the supervision of an appropriate Indian organization.

ORS 97.750. Exception to ORS 97.745; permit. Notwithstanding the provisions of ORS 97.745, but subject to the permit provisions of ORS 273.705, if applicable, and upon prior written notification to the State Historic Preservation Office and to an appropriate Indian organization in the vicinity of his intended action, a professional archaeologist may study and excavate a native Indian cairn or grave and remove material objects and human remains if they are destined for scientific study with subsequent reinterment at the archaeologist's expense under the supervision of an appropriate Indian organization.

Discovery of human remains during ground disturbing activities of any type should be reported immediately to the State Historic Preservation Office in Salem (1-800-452-5687). Simple procedures have been developed by the SHPO, native Americans, and professional archaeologists to fulfill requirements of this Oregon law protecting native American burials. Costs applicable under ORS 97.745 would be minimal, generally involving those concerning transportation of the remains, archaeological excavation of any remains still in place at the time of discovery, and/or any permits necessary for reinterment. Violation of ORS 97.745 is a Class A misdemeanor.

We appreciate your cooperation and welcome any questions concerning this law specifically or dealing with cultural resources in general.

Sandy L. Snyder
Preservation Archaeologist

EUGENE MUNICIPAL UTILITIES

MUNICIPAL UTILITIES

500 EAST 4TH AVE. - P.O. BOX 10148 - EUGENE, OREGON 97440 - 503-484-2411

COMMISSIONERS
JOHN A. TIFFANY, Pres
CALVIN L. SCHMIDT, Vice-Pres
RICHARD F. FREEMAN
CAMILLA PRATT
THOMAS L. TEUTSCH

KEITH PARKS Gen Mgr

RECEIVED
OCT 19 1978
DEPT. OF PUBLIC WORKS
CITY OF EUGENE

October 17, 1978

City of Eugene
Department of Public Works
858 Pearl Street
Eugene, OR 97401

Attention: David Reinhard, P.E.
Planning Engineer

Reference: 30th - Hilyard - Amazon Final EIS

The Eugene Water & Electric Board (EWEB) Engineering staff has reviewed the final Environmental Impact Statement (EIS) for the 30th - Hilyard - Amazon Widening Project. Attached is a copy of the Amazon Park General Plan Fig. 14 with EWEB water and electric utilities marked on it.

The general plan, or original proposal presents the least problems and costs for required adjustments to the EWEB utilities:

1. The vacation of E. 29th Avenue through the park area will require the retention of an overhead/underground (OH/UG) utility easement for both water and electric facilities. Adjustment of 2-3 power poles will be necessary. The easement must limit what can be located under/over the utilities to meet both maintenance and National Electrical Safety Code (NESC) requirements.

2. The widening of the Hilyard Street to the west will require the relocation of eleven (11) power poles; two (2) to the south are not shown on the drawing. Easements will be required for this move. It must limit what can be located under/over the utilities to meet both maintenance and NESC requirements.

3. From what we can determine from your study the OH/UG utilities on the east side of Hilyard Street will remain as existing; except for some minor adjustments.

Adjustments to make the existing EWEB utilities compatible with the general or proposed plan, widening of Hilyard to the west, is estimated to cost a minimum of $10,000.

October 17, 1978
City of Eugene

The alternate plan, widening Hilyard Street to the east presents more problems and cost for required adjustments to the EWEB utilities.

1. Vacation of E. 29th Avenue through the park area requires the same easement conditions as the westerly widening per general plan.

2. The widening of Hilyard to the east will require shifting the entire Hilyard Substation at least 15 feet to the east which will also necessitate acquisition of the alley and whole purchase of residential property to the east.

3. The OH electric facilities along the east side of Hilyard are planned by EWEB for future undergrounding and will probably be accomplished before the street widening takes place. This should be coordinated with the street design. Some minor adjustments to the water main and services may be necessary.

Adjustments to make the existing EWEB utilities compatible with the alternate plan, widening Hilyard to the east, is estimated to cost a minimum of $415,000.

Generally, we see no problems revising EWEB utilities to fit into the street widening plan, general or alternative, as long as the above listed requirements are recognized and met.

Owen D. Brown

Owen D. Brown, P.E.
Chief Engineer

ODB/pc
Attachment

cc: R. Gall
K. Johnson
Jim Brown
M. Damewood
M. Trupp
File

Pacific Northwest Bell

RECEIVED

[illegible] 10 1978

DEPT. OF PUBLIC WORKS
CITY OF EUGENE

November 6, 1978

City of Eugene
Department of Public Works
858 Pearl Street
Eugene, Oregon 97401

Attention: Mr. David Reinhard
Planning Engineer

Dear Sir:

The Pacific Northwest Bell Telephone Company has a conduit run on the east side of Amazon, Hilyard Road between 29th Street and South through the entire proposed project area. If any road widening to the east should occur, it would place all our manholes in the traffic lane and cause a hazard that does not now exist, we have this problem elsewhere in Eugene and we try to avoid it if at all possible. In addition, this conduit system is on 29th Street and a utility easement must be secured if this street is abandoned AS proposed.

Yours very truly,

C. J. Leighter
Engineer
785 Grant Street
Eugene, Oregon 97402
Phone 484-8507

CITY OF EUGENE

INTER-DEPARTMENTAL MEMORANDUM

Date November 20, 1978

To: Don Allen, Director of Public Works

From: Ed Smith, Director of Parks and Recreation

Subject 30th - Hilyard - Amazon Widening Project

In order to satisfy concerns of the U.S. Department of the Interior regarding this project, please feel free to include this memo in the Final EIS/Section 4(f) Statement.

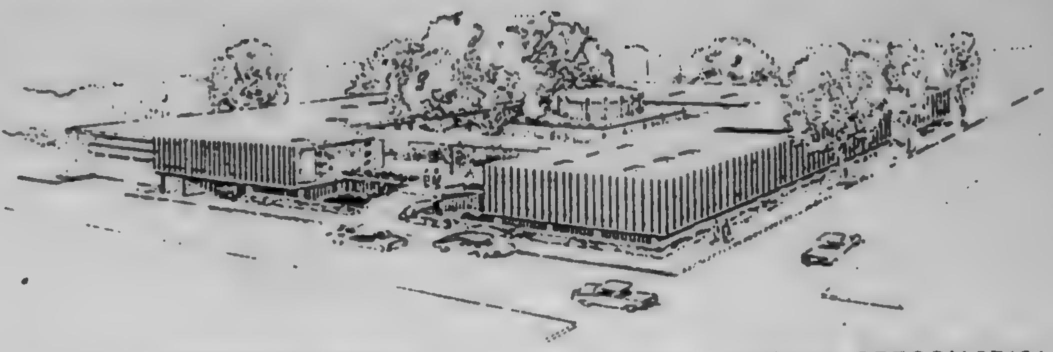
This project has been designed jointly by your staff and designers from my department, with the goal of enhancing Amazon Park development and minimizing any adverse impacts of the project on park land. The master plan for Amazon Park has long anticipated eventual widening of Hilyard and Amazon Parkway.

Provided that 29th Avenue is vacated through the Park, we see this project as presenting an opportunity for developing some significant features of our plan for the area south of 29th, such as buffer areas, landscaping and bicycle paths. I feel that the proposed closure of 29th, by uniting this southern portion with the developed section north of 29th, is a more than adequate trade in return for the strip of park land to be used for widening Hilyard.

I look forward to working with you in implementing this project.

CITY
OF
EUGENE

DEPARTMENT OF PUBLIC WORKS — 858 PEARL STREET — EUGENE, OREGON 97401



September 26, 1978

Lane Regional Air Pollution Authority
ATTN: Ralph Johnston
16 Oakway Mall
Eugene OR 97401

RE: 30TH-HILYARD-AMAZON EIS: AIR QUALITY ANALYSIS

In earlier correspondence (copies attached), your agency commented on this project as presented in the draft EIS. Specifically, we asked for a determination as to the consistency with the State Implementation Plan and a response as to whether the project would require an Indirect Source Permit.

The Environmental Impact Statement for the project has been substantially revised, and is now in the form of a preliminary draft of the final EIS for State and Federal review (copy attached). The basic design features for vehicular traffic have not changed substantially from the original proposal; however, there have been many modifications to incorporate transit features and bicycle-pedestrian elements in the proposal. In addition, the traffic for existing and projected conditions has been updated. Finally, the air-quality analysis has been totally redone to conform to the latest emission factors and approved methodology, as well as to reflect the data collected at the project site by LRAPA in the fall of 1976.

Based on the data and analysis in the enclosed report, I would again appreciate your determination on both the SIP consistency and the Indirect Source Permit. A reply no later than October 16, 1978, would be greatly appreciated. Please give me a call at 687-5233 should you have any questions.

Dave Reinhard

David Reinhard, P.E.
Planning Engineer

DR:jm/Ta13

Enc.

~~DA~~
JH
DG
IB
JH

MAURICE SAUSER
685 E 32ND
EUGENE
OR
97405

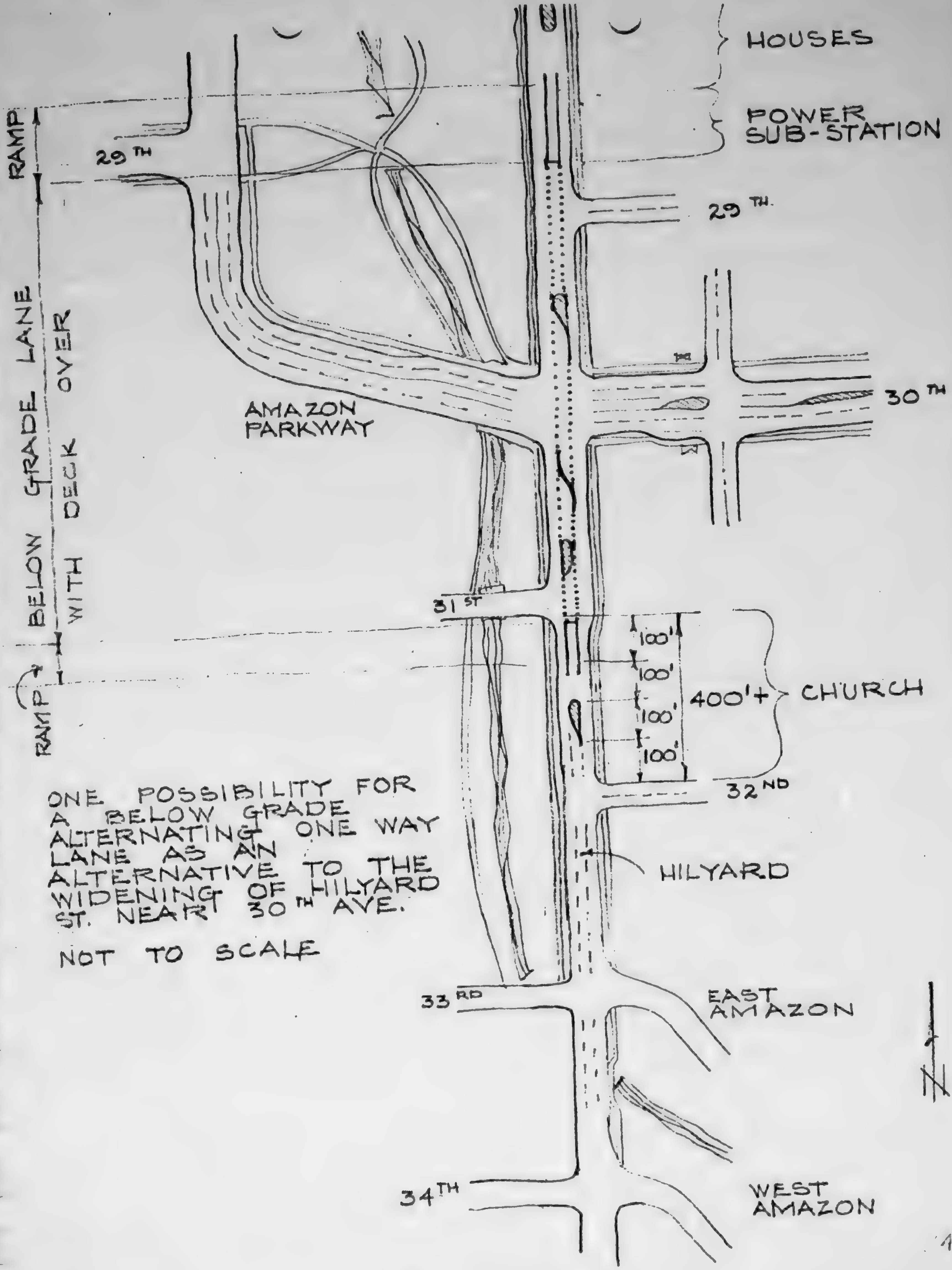
DAVE REINHART
PLANNING DIVISION
DEPT. OF PUBLIC WORKS
SUITE 300
858 PEARL
EUGENE
OR
97401

DEAR SIR

I HAVE WRITTEN DOWN MY THOUGHTS ON THE WIDENING OF HILYARD ST. AT 30TH AVE. THAT I EXPRESSED TO YOU IN OUR TELEPHONE CONVERSATION. I HAVE ENCLOSED THAT DOCUMENT WITH THIS LETTER

SINCERELY

Maurice H Sauser


HOUSES
POWER SUB-STATION
RAMP
29TH
29TH
BELOW GRADE LANE WITH DECK OVER
AMAZON PARKWAY
30TH
31ST
100'
100'
100'
100'
400'+
CHURCH
RAMP
32ND
HILYARD
33RD
EAST AMAZON
N
34TH
WEST AMAZON

ONE POSSIBILITY FOR A BELOW GRADE ALTERNATING ONE WAY LANE AS AN ALTERNATIVE TO THE WIDENING OF HILYARD ST. NEAR 30TH AVE.

NOT TO SCALE

SOME COMMENTS ON A BELOW GRADE, ALTERNATING, ONE WAY, LANE AS AN ALTERNATIVE TO THE WIDENING OF HILYARD STREET NEAR 30TH AVE.

1. SCOPE

THIS IS A SUGGESTION FOR A BELOW GRADE LANE BELOW THE MIDDLE LANE OF HILYARD STREET TO THE NORTH AND SOUTH OF 30TH AVE.

2. RELATIONSHIP TO THE 30TH-HILYARD-AMAZON WIDENING PROJECT

EXCEPT THAT NO WORK WOULD BE DONE ON THE WEST EDGE OF HILYARD STREET AND THE BELOW GRADE LANE WOULD BE BUILT AT THE CENTER OF HILYARD STREET THERE WOULD BE NO CHANGES IN THE WIDENING PROJECT PROPOSAL.

3. COST

THE COMPARISON OF THIS ALTERNATIVE TO THE PROPOSED PROJECT IN TERMS OF COST IS A QUESTION OF COMPARING PARTS OF THE PROJECT. THUS THE COST OF BUILDING THE BELOW GRADE LANE WITH ITS RETAINING WALLS, SUMP PUMP, AND GROUND LEVEL DECK IS TO BE COMPARED WITH SAVINGS INVOLVED IN NOT MOVING THE UTILITIES AT THE WEST SIDE OF HILYARD, IN NOT MOVING THE SIDEWALK & CURB AT THE WEST SIDE OF HILYARD, IN NOT PAVING ABOUT AN ACRE OF LAND AND WITH THE VALUE OF RETAINING ABOUT AN ACRE OF PARKLAND. THE BELOW GRADE LANE WOULD PROBABLY STILL BE MORE EXPENSIVE BUT IT WOULD BE PURCHASING OTHER BENEFITS NOTED UNDER ENVIRONMENT.

4. ENVIRONMENT

COMPARED TO THE EXISTING PROPOSAL THIS ALTERNATIVE HAS AT LEAST THREE ENVIRONMENTAL BENEFITS; ONE, MOVING VEHICLES ARE NOT MOVED CLOSER TO THE RESIDENCES ACROSS THE AMAZON FROM THE WEST SIDE OF HILYARD BETWEEN 30TH AVE AND 33RD AVE, TWO, IT SAVES AN ACRE OF PARKLAND, AND THREE, SOME OF THE OBJECTIONABLE SIGHTS AND SOUNDS OF TRAFFIC WILL BE CONTAINED BY THE TRAFFIC BEING UNDER GROUND.

THE SAVING OF PARKLAND AT THIS POINT IS OF PARTICULAR IMPORTANCE BECAUSE THE PARK IS ALREADY SO NARROW. ANY FURTHER NARROWING OF IT WILL SEVERELY LIMIT ITS POTENTIAL FOR DEVELOPMENT WITH BERMS TO SCREEN THE ABOVE MENTIONED HOUSES OR AS A PART OF "THE AMAZON CORRIDOR"

5. TRAFFIC CAPACITY

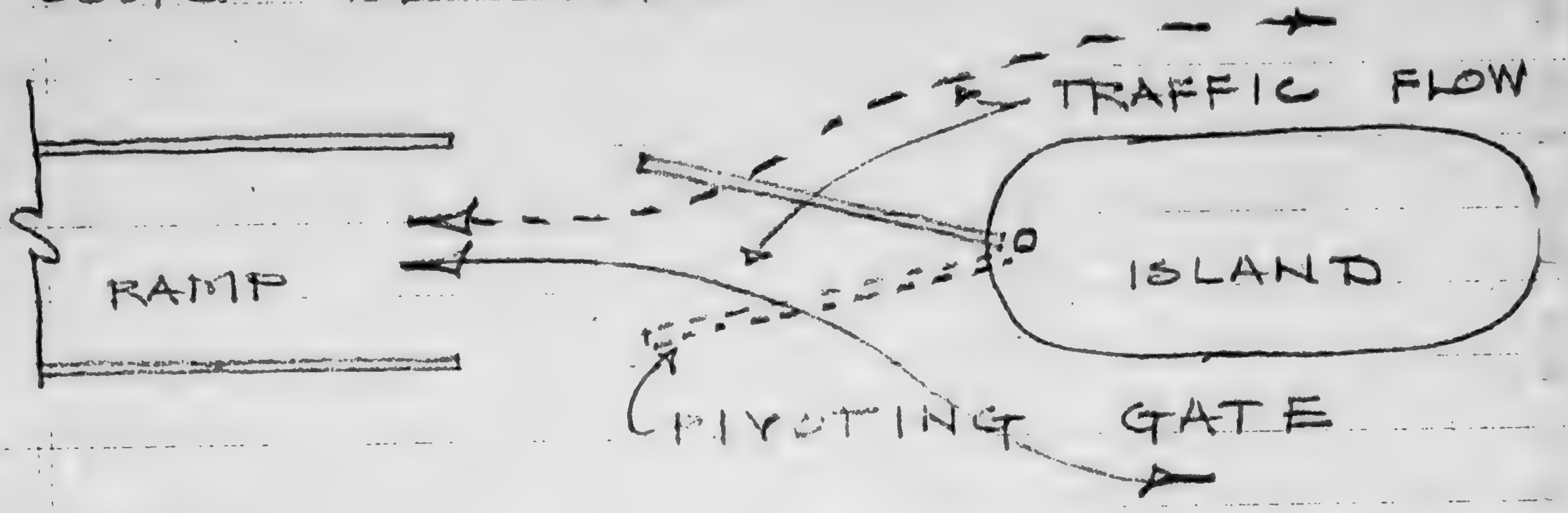
THE E.I.S. FOR THE WIDENING PROJECT INDICATES THAT THE TRAFFIC LOAD TO THE NORTH AND SOUTH OF 30TH ON HILYARD WILL INCREASE BY 80% BY THE YEAR 2000. IT SEEMS THAT A LANE WITH NO STOPS WOULD EASILY HAVE AN 80% GREATER CAPACITY THAN A LANE WITH STOP LIGHT IN IT.

IF ONE OF THE THROUGH LANES AT THE STOP LIGHT IS ELIMINATED THE GREEN-LIGHT TIME FOR THAT LANE CAN BE TRANSFERRED TO GREEN-LIGHT TIME FOR THE THROUGH LANE OF THE OPPOSITE DIRECTION THUS INCREASING ITS CAPACITY BY, PERHAPS, A MAXIMUM OF 80%.

EVEN IF THE NUMBER OF CARS GOING IN BOTH DIRECTIONS IS THE SAME THIS TRANSFER OF TRAFFIC LIGHT TIME INCREASES THE CAPACITY OF THE INTERSECTION

6. SAFETY

IF THE USE OF TRAFFIC LIGHTS AND SIGNS IS FELT TO BE INADEQUATE TO GOVERN THE LANE DIRECTION CHANGE SWINGING BARRIERS AT RAMPS COULD BE USED.



7. DISRUPTION OF EXISTING TURN PATTERNS

THE EXISTING TURN PATTERNS, IN THE SUGGESTED ALTERNATIVE, WOULD BE CHANGED ONLY AT THE CHURCH TO THE SOUTH OF 30TH AND AT THE POWER SUBSTATION AND TWO OR THREE HOUSES TO THE NORTH OF 30TH WHERE THE LEFT HAND TURNS WOULD BE ELIMINATED.

To: Mayor Keller, Members Common Council, City of Eugen
From: James B. Lemert
Re: A Technical Footnote to Your Staff Notes on the 30th-Hilyard Proposal

I'm writing this as an individual with an academic specialization in public opinion research. This note refers to that portion of your staff notes of 2-17-77 which is titled, "Results of Public Opinion Survey on Proposed Widening.." Neither the mail survey of households nor the motorist survey can be taken to be valid indicators of public opinion. The reasons are given below.

1. The mail survey of households.

The term "random sample" is often misunderstood and misused, especially when the qualifying term, "computer", precedes it. I have no basis for determining whether the sample of households was, in fact, randomly drawn. But it is clear that the obtained sample of respondents is not random and not representative, since only 36.8% of the questionnaires were returned. Every comparative study shows that, unless extraordinary care is taken, the people who return mail survey schedules differ systematically and significantly from the people who don't return them. Probably the "Bible" for mail surveys is a book by Paul Erdos, *Professional Mail Surveys*. Erdos specializes in mail surveys and the clients for his market studies include business, industrial, government and professional organizations. Erdos (1970, p. 144) summarizes the problem of adequate returns on mail surveys as follows:

"While it is impossible to generalize about what constitutes an adequate return rate, it is also unwise to side-step the question or to hedge on it. In this author's opinion a minimum standard can be established, which sets at least a negative limit: *No mail survey can be considered reliable unless it has a minimum of 50 percent response, or unless it* ~~ix~~ *demonstrates with some form of verification that the non-respondents are similar to the respondents*. Of course this does not mean that a 51 percent response is necessarily adequate..." (Emphasis is his.)

I'd like to add that I've done mail surveys with returns well above 60% myself and *still* found the 60% differed from the rest of the population sampled on one or more of the few comparisons I was able to make. So in many ways mail surveys should meet *both* the 50% and verification criteria, not just one of them. The people who return mail questionnaires tend to be better educated, more desk-oriented occupationally and to have far more intense preferences than the people who don't return them.

2. The motorist survey.

In a way, this survey has more validity than the mail survey. There is a certain face validity or reasonableness to sampling users of the intersection. And while less than half returned the post cards, it is closer to that 50% than the household survey was.

But we have to remember that the population sampled was of users of the intersection. Assuming that there was no bias in the questions, in the selection of cars, and in the characteristics of those who returned the cards, we are still left with the problem of whether we want to generalize to users or to the residents of the area in question. Maybe we can generalize to the users, but I'm extremely doubtful about generalizing to the residents of the area, on the basis of this survey.

3. Both surveys

The reprinted comments listed in the Appendix are an entirely appropriate use of the data. You can get an idea of the flavor and variety of views available from this material. You just don't know how many there are in each "camp".

Finally, mail surveys and post card data have one flaw in common. You don't have much control over who fills them out, when or why.

My neighborhood (South Hills) is taking no position on this issue. I just felt that staff expertise in the area of public opinion needed a little bolstering. It was good to see an effort made to get more citizen input, however, and I'd be glad to tell staff how they could have gotten better information at the same cost to the City, should there be any interest in that.

[illegible]

Dave oc thanks
for your info
please return

March 10

Diane Bishop
Public Works Dept.
858 Pearl
Eugene. OR 97401

Dear Diane,

As a bicyclist, I have several concerns regarding the Public Works Dept. proposed widening of 30th, Hilyard and Amazon Parkway. I would hope that you may be able to represent these concerns within the Public Works Department.

My general concern is that the above project is being proposed without adequate regard to the possible effects it may have on cycling within the area. Figure 2 (enclosed), prepared by the P-W Dept., disturbs me. While I understand that it is not a definitive planning guide, certain omissions are obvious (but hopefully not a reflection of P-W thinking). Of the four bike paths within the area represented by Fig. 2, only one is shown in the drawing. It may be the John Forester in me, but I am additionally concerned that the only bikeway shown is a Class I, seperate path. Omitted are the Class II bike path on Amazon Parkway, the Class III bikeway on Alder and the Class III bikeway on Hilyard St. (a joke). Clearly they would be affected by the improvements. And if the city were really interested in comprehensive planning, why weren't all sidewalks and bus stops drawn in. This is an auto oriented project. Some revelation, eh?

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On to more specific concerns.

1. If 29th Street, between Hilyard and Amazon Parkway, is vacated, how will cyclists east and south of the intersection of 29th & Amazon Parkway be served by the bikeway along Amazon Parkway. It seems reasonable to me that the bikeway on Amazon Parkway could be extended south beyond 29th to connect with the proposed bikeway along Amazon Channel, or perhaps continued even further along 30th to connect with the Bikeway on Alder.

2. If 30th is widened to five (count em, five) lanes, how difficult will it be to cross 30th at Alder? A cyclist activated light, perhaps? An island in the middle for use as refuge?

A Mr. Reinhardt (?) from Public Works says these may be valid concerns and that something may have to be done concerning them. I don't doubt that the project will get approval, so let's begin now.

Yours,

Jeff Parmley
3620 Kincaid
Eugene, OR 97405

THWING, ATHERLY & BUTLER
ATTORNEYS AT LAW
CITIZENS BUILDING SUITE 1000
975 OAK STREET
EUGENE, OREGON 97401

SIDNEY E. THWING
DARST B. ATHERLY
RICHARD W. BUTLER
JOHN C. SIMLER
RANDALL E. THWING
MICHAEL D. REYNOLDS
SAMUEL G. WILSON

MAILING ADDRESS
P. O. BOX 1758

TELEPHONE
503/686-1503

March 9, 1977

Eugene City Council
City of Eugene
City Hall
Eugene, Oregon 97401

RE: 30th-Hilyard-Amazon Widening Project/S.E. Firs Neighborhood Assn.

Gentlemen:

On Monday, March 7, 1977, the Southeast Firs Neighborhood Association met with Dave Reinhard of the City of Eugene Department of Public Works in order to discuss the widening of 30th-Hilyard-Amazon which is presently under consideration by the City Council.

A majority of the members present recognize the need for the project in order to facilitate the flow of traffic through this intersection. However, based upon the proposed modifications and Mr. Reinhard's discussion of the project, the Southeast Firs Neighborhood Association has gone on record as opposing this project as proposed by the Department of Public Works for the following reasons:

1. There has been no attempt by the Public Works Department to coordinate this modification with the Lane Transit District, the Eugene Bicycle Committee, and the neighborhood groups, specifically with reference to:

   (a) experiments with park and ride transit, shuttle buses, or peak hour express alternatives during the two year moratorium that the City Council placed on this project.

   (b) There are no proposed curb cuts or turnoffs for buses.

   (c) There have been no proposals for an area to park cars in order to facilitate more mass transit.

   (d) Nothing has been done to coordinate a possible alternative timing of the opening of school hours for the University of Oregon or Lane Community College so as to relieve rush hour traffic.

2. The project while benefiting people traveling through the intersection, does nothing to alleviate the already existing problems for the residents in our neighborhood association, particularly in the following areas:

(a) Ingress and egress for pedestrians, bicycles, and automobiles at the intersection of 32nd and Hilyard.

(b) Ingress and egress for pedestrians, bicycles and automobile traffic at the intersection of 30th and Alder.

(c) By widening 30th Avenue beyond Alder Street, the Public Works Department has all but eliminated the viable use of the much used bike path on Alder Street due to the fact that bicyclists will now have to cross four lanes of travel when it is almost impossible to get across that intersection as it now is constructed.

(d) Noise and air pollution are already problems at the intersection and now we are informed that while the air pollution may decrease because of the facilitated flow of traffic through the intersection, there will definitely be an increase in noise pollution.

(e) We already have a problem with an increased use of our residential streets as arterials and with this proposal, we foresee additional problems with people trying to avoid ingress or egress to these major arterials.

As far as we can determine, a possible solution to this entire problem would be to give people traveling from the southern part of the city to and from downtown an alternative route that would not involve Hilyard Street.

This could be accomplished by extending Amazon Parkway directly down to east and west Amazon so as to divert the flow of traffic for those people who live in the southerly part of town and thereby avoiding the conjestion at 30th and Hilyard.

Another possibility to assist our neighborhood would be to erect traffic barriers such as presently on Alder Street on our residential arterials so that people from outside the area will not use Potter, University and Alder Streets as arterials in order to avoid Hilyard and/or 30th.

In short, we view this proposed widening of 30th, Amazon and Hilyard, as assisting those people traveling through our neighborhood, but doing nothing to assist the people who are actually living in and around this intersection.

We realize that something has to be done with the intersection, but would ask that you defer further decision on this matter until these proposed suggestions and other possible alternatives have been fully explored.

It is respectfully requested that we be put on your agenda for the hearing on this matter scheduled on Monday, March 14, 1977.

Very truly yours,

Randall E. Thwing

Randall E. Thwing
City Liaison, S.E. First
Neighborhood Association

RET:lcm

Dunn Neighborhood Assoc.
209 East 30th Avenue
Eugene, Oregon 97405
October 25, 1976

Eugene City Council
City Hall
Eugene, Oregon 97401

Dear City Council Members:

The Dunn Neighborhood Association supports the city Council's decision to hold a second hearing on the expansion of the intersection at 30th and Hilyard Streets before authorizing the release of the Environmental Impact Statement.

We urge the City Council to ask the Planning Commission for indepth studies of alternative solutions to auto congestion at this intersection.

Please keep the Dunn Neighborhood Association informed of any action taken on this issue.

This letter was authorized at a well-attended general meeting of the Dunn Neighborhood Association.

Sincerely,

The Dunn Neighborhood Association

cc: Planning Commission
The Neighborhood Coordinators

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LANE TRANSIT DISTRICT

March 18, 1975

The Honorable Lester E. Anderson
and Eugene City Council Members
City of Eugene
Eugene, Oregon 97401

Dear Mayor Anderson:

It appears that there is a growing citizen interest in developing a joint City of Eugene/Lane Transit District planning effort pointed toward resolution of future transportation problems in the Hilyard Street, Amazon Parkway and 30th Avenue neighborhood.

The two agencies have always enjoyed an excellent working relationship. However, until recently Lane Transit District has not been in a position to offer much staff assistance.

Since cooperative planning programs are well within the purposes of our agency, we are now anxious to offer our assistance upon your request.

Sincerely yours,

Daniel M. Herbert

Daniel M. Herbert
President, Board of Directors

DMH/ms

P. O. Box 1135, Eugene, Oregon 97401 • Telephone: 503/687-0613

DR

C I T Y   O F   E U G E N E

LESTER E. ANDERSON
MAYOR

April 2, 1975

Daniel M. Herbert, President
Board of Directors
Lane Transit District
P. O. Box 1135
Eugene, Oregon   97401

Dear Dan:

This is in answer to your letter of March 18 regarding the 30th and Hilyard area as it relates to long-range planning for future transportation problems.

I am advised that our staff is in a position to begin some work in that direction. Since your staff is interested in continuing our past joint efforts regarding transportation planning but on a more detailed basis, I see no reason why the effort would not be productive. If you would have your staff members contact Al Williams, traffic engineer for the city, and work up a time schedule for arriving at a joint plan for the area, we would be happy to work with them.

Sincerely,

Lester E. Anderson
Mayor

cc-Pub Wks, ✓Trfc

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[illegible]
**AIR
POLLUTION
AUTHORITY**

VERNER J. ADKISON
Program Director

16 OAKWAY MALL
EUGENE, OREGON 97401
AC 503 686-7618

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April 17, 1975

Mr. David Reinhard
Department of Public Works
City of Eugene
777 Pearl Street
Eugene, OR 97401

Re: 30th Avenue - Hilyard Street Project

Dear Dave:

This letter is in response to your letter of March 3, 1975, requesting Lane Regional Air Pollution Authority to advise if this widening project is consistent with the State Implementation Plan for air quality; and, whether it requires an indirect source construction permit.

In the absence of a transportation control plan within the S.I.P., the projected carbon monoxide levels become the primary concern in respect to air quality.

According to the proposed draft of the Environmental Impact Statement (P. 40), a decrease in the carbon monoxide levels associated with the proposed changes is projected. On this basis it appears that the "build" proposal is not inconsistent with the air quality portion of the State Implementation Plan.

The E.I.S. projection that carbon monoxide concentrations will exceed standards under the no-build alternative accentuates the need to shift to mass transit as an alternative to the automobile. We want to encourage long term solutions to transportation problems which decrease reliance on individual automobiles.

Our interpretation of Section 20-115(2)(a)(ii) of the State Rules for Indirect Sources, as it applies to the 30th Avenue - Hilyard proposal, clearly requires a construction permit. This conclusion follows from noting that the total annual daily traffic volume through the intersection exceeds the criterion of 20,000 vehicles per day.

Clean Air Is A Natural Resource - Help Preserve It

Upon submission of the final draft of the Environmental Impact Statement, we will process the indirect source review as quickly as possible. If the air quality section of the Environmental Impact Statement remains substantially the same as in the draft, a rapid review will be facilitated.

Sincerely,

Verner J. Adkison
Director

Richard H. Ruth

Richard H. Ruth
Field Engineer

RHR/rh

Lane Regional AIR POLLUTION AUTHORITY

16 OAKWAY MALL
EUGENE, OREGON 97401
AC 503 686-7618

VERNER J. ADKISON
Program Director

December 8, 1978

Mr. David Reinhard
Planning Engineer
Department of Public Works
City of Eugene
858 Pearl Street
Eugene, OR 97401

RE: 30th - Hilyard - Amazon EIS

Dear Dave:

After reviewing the preliminary copy of the final environmental impact statement for this project, the Authority has determined that based on Section 20-115 of our indirect source regulations, this project will require an indirect source permit. Our regulations require that an application be submitted at least 90 days before commencing construction. In the case of a "highway section" such as this project, we have no formal application form. A letter from your office with a completed final EIS requesting a permit would comprise an application.

The preliminary copy of the final EIS which you recently submitted appears to be essentially complete in its air quality analysis. However, some updating of the analysis may be necessary at a future date when you formally apply for an indirect source permit.

The air quality analysis performed in the EIS demonstrates substantial air quality improvement with the build alternative versus the no-build alternative. As a result, the Authority would look favorably on this project. An official response regarding its acceptability will be made with the actual indirect source permit review.

You also have requested a determination of consistency with the State Implementation Plan. As you are aware, this plan is currently being updated, but the process will not be completed until July of 1979. As of this date, however, due to the substantial air quality improvement of the project, particularly for CO, we would find that it is consistent with the SIP. It is conceivable that changes in the SIP could occur in the next few months that might change this determination. However, we anticipate that due to the demonstrated improvement in air quality this project will still be consistent with the SIP even after the changes.

Clean Air Is A Natural Resource - Help Preserve It

We trust that this response meets your requested needs. If you have further questions, please feel free to call.

Sincerely,

VERNER J. ADKISON
Program Director

Ralph E. Johnston

Ralph E. Johnston
Technical Services Supervisor

REJ/em

cc: V. J. Adkison
J. A. Lassiter

CITY
OF
EUGENE

DEPARTMENT OF PUBLIC WORKS —— 777 PEARL STREET —— EUGENE, OREGON 97401

March 3, 1975

Lane Regional Air Pollution Authority
16 Oakway Mall
Eugene, Oregon 97401

Gentlemen:

As you know, the City of Eugene intends to use Federal funds for widening of the 30th Avenue - Hilyard Street intersection. In December 1974 we circulated a draft Environmental Impact Statement to interested individuals and organizations, including Lane Regional Air Pollution Authority. In January we held a public hearing and we are now reviewing the testimony and written comments in order to prepare the final Environmental Impact Statement.

It has been brought to our attention that federal regulations require a statement from the regional air pollution authority that a proposal is consistent with the State Implementation Plan for air quality in that region. Therefore we would like to request that you make such a determination for this project. We are enclosing another copy of the draft Environmental Impact Statement, which includes an air quality report. Although some portions of the draft will be revised in response to comments, we do not expect any significant changes in the air quality section.

On a related matter, we have reviewed the proposal with regard to the current Rules for Indirect Sources and have determined that the forecasted traffic does not meet the criteria of Section 20-115(2)(a)(ii) for highway improvements and therefore will not require a construction permit. We would appreciate your evaluation of this conclusion. For this purpose we have attached a table which supplements data contained in the draft E.I.S. with estimates of A.D.T. in 1976 (year of construction), 1986 and 1996. Note that our most recent traffic counts are lower than the 1973 figures included in the E.I.S. (pp. 11). We believe this drop can be attributed to higher fuel prices and a greater awareness of the scarcity of resources and the true costs of operating an automobile. Indications are that this is a permanent influence and that the 1974 figures should therefore be used as a base year in forecasting. In addition, the forecasts included herein are based on recent estimates completed for the E.S.A.T.S. long-range transportation planning process. That study has projected traffic volumes for the year

2000 based on the "most likely" land use at that time, and these values are considered more reliable than the 1992 forecast included in the E.I.S.

The figures for 1976, 1986 and 1996 have been derived by computing the annual growth rate based on the increase between 1974 and 2000, and applying that annual rate to the base year (1974) figures. The air and noise analyses contained in the draft E.I.S. will not be revised, however, as this would result in lengthy delays and in all cases the values used in the E.I.S. are higher than the attached forecasts, and thus present a worse condition for air pollution and noise.

We would appreciate your response on these two items at the earliest possible time. If you have any questions or need further information, please contact me at 687-5233.

Very truly yours,

David Reinhard

David Reinhard
Planning Engineer

DR:fw

Attachment

LANE TRANSIT DISTRICT

December 28, 1977

David Reinhard
Planning Engineer
City Hall II
858 Pearl St.
Eugene, OR 97401

Dear Dave,

Thanks for the opportunity to comment on the Final Environmental Impact Statement for the 30th-Hilyard-Amazon Widening Project. The report does a good job of taking into account LTD's response to the Draft Statement.

In reading the report and studying the map entitled "Proposed Modifications", several design considerations occurred to me. I would be glad to meet with you or your design staff to discuss details. In general, they are as follows:

1. Now that the proposed widening of Hilyard ends at 34th, the existing turning radius problem for eastbound to southbound buses will not be solved. A bus stop sign is also needed in this area. There are some alternative design solutions available.

2. Minor bus stops in the project area should be considered. Maps of existing and proposed are attached. Sidewalk width should be adequate for future installation of shelters. Timing of installation and deletion must be coordinated with route change implementation, which is contingent upon acquisition of additional buses and budgeting of sufficient operational funding.

3. Design considerations for the 30th & Alder bus waiting areas should provide for:
   a. Two buses at each stop.
   b. Approach and departure angles related to the speed of the facility.
   c. Sight clearances for Alder Street cross traffic.

4. As discussed earlier, the inbound bus from E. Amazon would operate on Hilyard from 33rd to 30th in order to use the 30th & Alder stop.

Please let me know when you reach the design stage.

Sincerely,

David A. Rynerson

David A. Rynerson
Director of Planning & Development

DAR/em

Enclosures

RESOLUTION NO. 1911

A RESOLUTION MAKING APPLICATION FOR CERTAIN STREET AND TRAFFIC SIGNAL CONSTRUCTION UNDER THE URBAN TRAFFIC OPERATIONS PROGRAM TO INCREASE CAPACITY AND SAFETY.

WHEREAS, in the interest of the health, safety and welfare of the motoring public certain traffic signalization modification and roadway widening is needed on Amazon Parkway from 29th Avenue to Hilyard Street, Hilyard Street from 29th Avenue to West Amazon Drive, and Thirtieth Avenue from Hilyard Street to Kincaid Street in the City of Eugene, Oregon; and

WHEREAS, there are certain programs available to aid in the design and construction of said signalization and street construction,

NOW, THEREFORE,

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF EUGENE, OREGON that the City of Eugene, acting by and through its Common Council, as follows:

Section 1. The City of Eugene does hereby make application to the Oregon State Highway Department and Bureau of Public Roads for participation in signal modifications and roadway widening on Amazon Parkway from 29th Avenue to Hilyard Street, Hilyard Street from 29th Avenue to West Amazon Drive and Thirtieth Avenue from Hilyard Street to Kincaid Street in the City of Eugene, Oregon. These projects are to be accomplished in accordance with the Urban Traffic Operations Program to increase capacity and safety under the guidelines established by the above referred to agencies.

Section 2. The staff of the City of Eugene is hereby directed to take such steps and prepare such documents as may be necessary to perfect this application.

The foregoing Resolution adopted this 12th day of April, 1971.

/s/ s. P. Flogstad

City Recorder

RESOLUTION NO. 2092

A RESOLUTION AUTHORIZING APPLICATION FOR CERTAIN STREET AND TRAFFIC SIGNAL CONSTRUCTION UNDER THE FEDERAL-AID URBAN SYSTEM PROGRAM.

WHEREAS, in the interest of the health, safety and welfare of the motoring public certain traffic signalization modification and roadway widening is needed on Amazon Parkway from North of 29th Avenue to Hilyard Street, and Thirtieth Avenue from Hilyard Street to East of Alder Street in the City of Eugene, Oregon; and,

WHEREAS, there are certain programs available to aid in the design, environmental impact assessment, and construction of said signalization and street construction,

NOW, THEREFORE,

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF EUGENE, OREGON, as follows:

Section 1. The City of Eugene is hereby authorized to make application to the Oregon State Highway Department and Federal Highway Administration for participation in signal modifications and roadway widening on Amazon Parkway from North of 29th Avenue to Hilyard Street, and Thirtieth Avenue from Hilyard Street to East of Alder Street in the City of Eugene, Oregon. These projects are to be accomplished in accordance with the Federal-Aid Urban System Program under the guidelines established by the above referred to agencies.

Section 2. The staff of the City of Eugene is hereby authorized and directed to take such steps and prepare such documents as may be necessary to perfect this application.

The foregoing Resolution adopted this 14th day of August, 1972.

/s/ S. P. Flogstad
City Recorder

LANE COUNCIL OF GOVERNMENTS

2 - 1972
DEPT. OF PUBLIC WORKS
CITY OF EUGENE

September 29, 1972

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention Robert Royer

Dear Mr. Baldwin:

On September 28, 1972 the Lane Council of Governments policy body, meeting in regular session, adopted the attached staff recommendations relative to the [illegible] Eugene projects listed. I trust this will be sufficient to enable the City of Eugene to proceed with these programs.

COPY

Cordially yours,

Larry Rice
Executive Director

845-m
Attachment
cc-Hugh McKinley, Eugene City Manager
-Al Williams, Eugene Traffic Engineer

135 SIXTH AVENUE EAST • EUGENE, OREGON 97401 • (503) 342-1757

City of Eugene Request for State and Federal Approval of Two Highway Programs Projects:

A. Widening of Hilyard Street from 240 feet North of 29th Avenue to 240 feet South of Amazon Parkway West (except for the intersection of 30th and Hilyard). This project is partially funded from the Federal Highway Administration "TOPICS" program.

B. Widening and changes in signalization of Amazon Parkway from 500 feet North of 29th Avenue to Hilyard Street, and widening of 30th Avenue from Hilyard Street to 200 feet East of Alder Street. This project is partially funded from the Federal Highway Administration's newly created Federal Aid Urban System.

These two projects, classified by the Federal Highway Administration in different federal aid funding categories, are both necessary to aid in solving the problem of traffic congestion at the intersection of 30th Avenue and Hilyard.

Project "A" (Hilyard Street) under the TOPICS program (Traffic Operations Program to Increase Capacity and Safety) was approved by L-COG on October 20, 1971, in the document "Traffic Safety Program, Eugene-Springfield Urban Area."

Project "B" (Amazon Parkway and 30th Avenue) was given approval by L-COG when it gave approval to the E-SATS plan as an interim plan on August 25, 1970.

On the basis of L-COG approval of the 'TOPICS" plan and the E-SATS plan, the Eugene City Council approved the reconstruction of the intersection of 30th and Hilyard and the four approaches leading to the intersection. The Oregon State Highway Division, in the process of reviewing the applications, noted that the Hilyard Street portion of the project (under TOPICS Funding) has a 9th place priority standing for the local government program in the metropolitan area, and a 3rd place standing for the City of Eugene. The State also noted that the 30th Avenue-Amazon Parkway portion of the project (Federal Aid Urban System--a new federal funding program) does not have a priority rating under E-SATS. Therefore, the Highway Division is requesting L-COG to review and recommend approval or disapproval of the projects.

The scheduling of the Hilyard Street portion of the project under TOPICS at this time is justified for the following reasons: Three of the top nine local-government regional TOPICS projects have been shifted to state programs, moving the Hilyard Street project to the 6th priority position. The county's River Road-Hunsaker-Irving program for signal modification, channelization and pedestrian overpass (now moved to 2nd priority) is held up pending the completion of the State's design for River Road, an environmental impact study, and public hearings. Springfield's TOPICS programs, with the approval of the Technical Advisory Committee on March 7, 1972, removed its Mohawk Boulevard overpass lighting program (3rd priority) from the 1971-72 fiscal year to allow more time to restudy the traffic patterns. This program is to be rescheduled for fiscal year 1972-73, along with a signalization program on 14th and E Streets (previously scheduled for 1976-77), if funds are available.

This leaves three Eugene projects in the top six TOPICS programs, with the now-proposed Hilyard Street project at the bottom of the list. The remaining top program, 29th and Willamette signal installation and intersection widening, involves right-of-way acquisition in which TOPICS does not participate--and Eugene does not have the necessary funds. The remaining project of higher priority is the upgrading of traffic control in the Eugene Central business district with a 3-dial computer control system at a cost of $250,000. Although this is highly desirable, the overall benefit to be derived from the 30th Avenue and Hilyard Street project is considered to be greater at the present time.

The lack of a priority rating on the 30th Avenue-Amazon Parkway simply means that the facility did not fall within the top ten projects of the E-SATS program. No priority ratings have been assigned to the remaining 40 projects. Half of the E-SATS priority projects are State programs; one, Skinner Butte Freeway, is not assigned; the Northwest Expressway is a county road which is about 65% completed; and three projects in the second half of the priority program belong to Eugene. One of these three, Hilyard Street from 30th Avenue to Amazon Boulevard, is a part of the TOPICS Program now being requested. And the remaining two, Amazon Parkway West and Amazon Parkway South to Willamette Street (both classified as Federal Aid Urban Systems) are wholly out of reach for the city of Eugene under current funding programs. Furthermore, the funds now sought by Eugene are available only for the construction of highways classified under the Federal Aid Urban System (FAU).

FAU funds available to the Eugene-Springfield area are very limited for fiscal year 1972-73. The only projects that are eligible are: Amazon Parkway West, Northwest Expressway, Springfield's 2nd-3rd Streets couplet, Amazon Parkway-30th Avenue, Amazon Parkway Connection to 33rd and Willamette, and Washington-Jefferson Streets extension South from 7th Street.

Your Transportation Advisory Committee, after reviewing Eugene's project for the improvement of the Hilyard Street and 30th Avenue-Amazon Parkway projects, recommended that it be approved for 1972-73 funding.

The project is now in the hands of the State Highway Division. It was filed as early as possible to guard against loss of funding--the deadline date being July 1, 1972. Processing will be delayed pending L-COG's approval or disapproval of the priority shift and the acceptance of the scheduling of the 30th Avenue-Amazon Parkway Federal Aid Urban Systems project.

Early action by L-COG is desirable.

Respectfully submitted,

Howard W. Buford,
Transportation Coordinator

9/28/72

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 5, 1973

The City Council
City of Eugene
City Hall
Eugene, OR 97401

Gentlemen:

Your requests for Federal-Aid Urban System projects have been approved by the State Highway Commission during calendar year 1972. It now remains to obligate the appropriated federal funds with the Federal Highway Administration before the availability of these funds runs out.

In eighteen months, on July 1, 1974, one-half of the appropriated Federal-Aid Urban System funds will no longer be available if they are not obligated with the Federal Highway Administration. On July 1, 1975, the remaining funds will lapse.

We see no problem in obligating approximately four percent of the appropriated federal funds for preliminary engineering work. Obligating federal funds beyond this point becomes contingent upon the completion of preliminary engineering work, environmental impact statements, public hearings, and the acceptance of the project location and design by the Federal Highway Administration. As you are aware, the completion of these steps requires a considerable amount of time.

The purpose of this letter is to bring these factors to your attention while there remains time to respond. We are specifically requesting that you expedite all your actions on these Federal-Aid Urban System projects so that their funding will not be in jeopardy.

Should you have any questions or desire any assistance, please contact Mr. H. S. Cox, County and City Engineer, Oregon State Highway Division, Salem, OR 97310, phone 378-6514.

Very truly yours,

F. B. Klaboe
State Highway Engineer

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 1, 1972

Mr. Alva Williams, Jr.
Traffic Engineer
City Hall
Eugene, Oregon 97401

Dear Mr. Williams:

Your request for a TOPICS project on Hilyard Street was approved by the Highway Commission on October 31, 1972. Attached for your information is a summary describing this project.

We will now initiate action to program this project with the FHWA, after which we will prepare and forward to you an agreement to cover the job particulars.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Richard Blackburn

for H. S. Cox
County and City Engineer

RB:mm

Att.

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 2, 1972

✓Mr. Donald P. Allen
Director of Public Works
City Hall
Eugene, Oregon 97401

Dear Mr. Allen:

On October 31, 1972, the Oregon State Highway Commission approved the City of Eugene's request for an Urban System project to widen 30th Avenue and Amazon Parkway (FAU 5104). Attached for your information is a summary of this project.

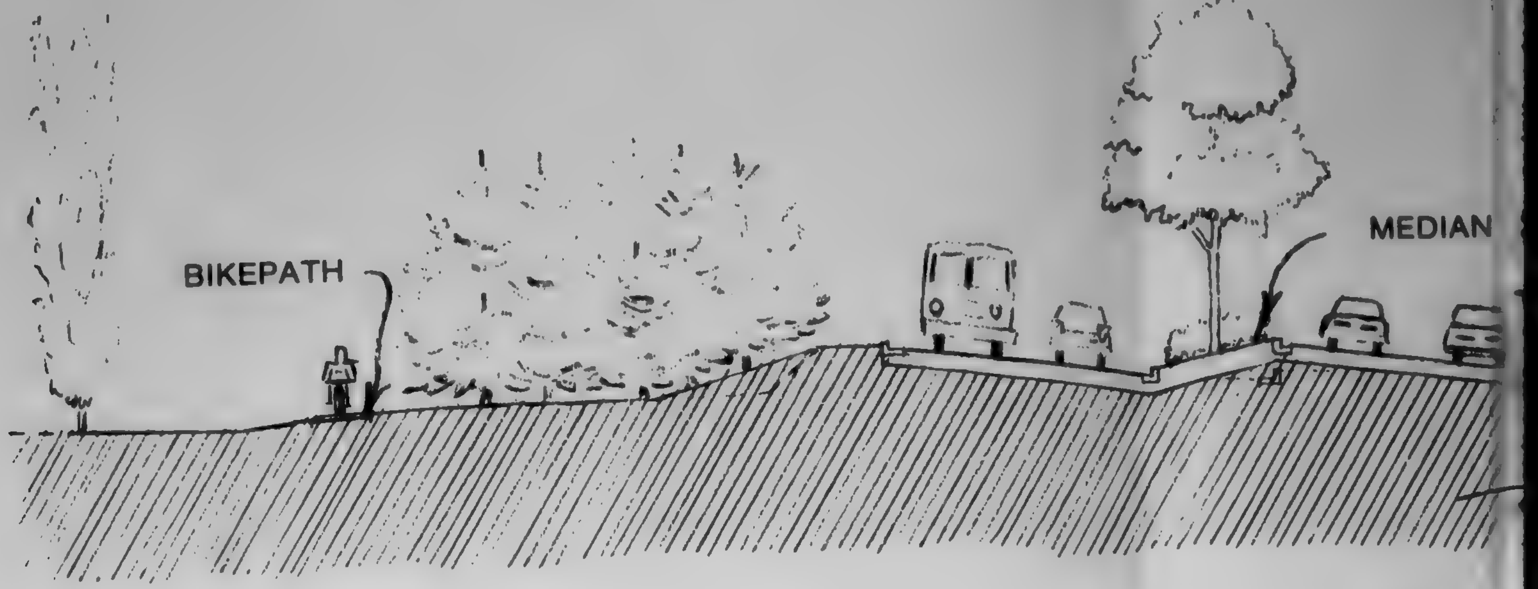
We are now in the process of filing the necessary "Notices of Intent" and preparing a project agreement. Following this we will program the preliminary engineering work with the Federal Highway Administration.

Mr. Alva Williams verbally approved of programing federal funding of the preliminary engineering for this project and for the TOPICS project on Hilyard Street.

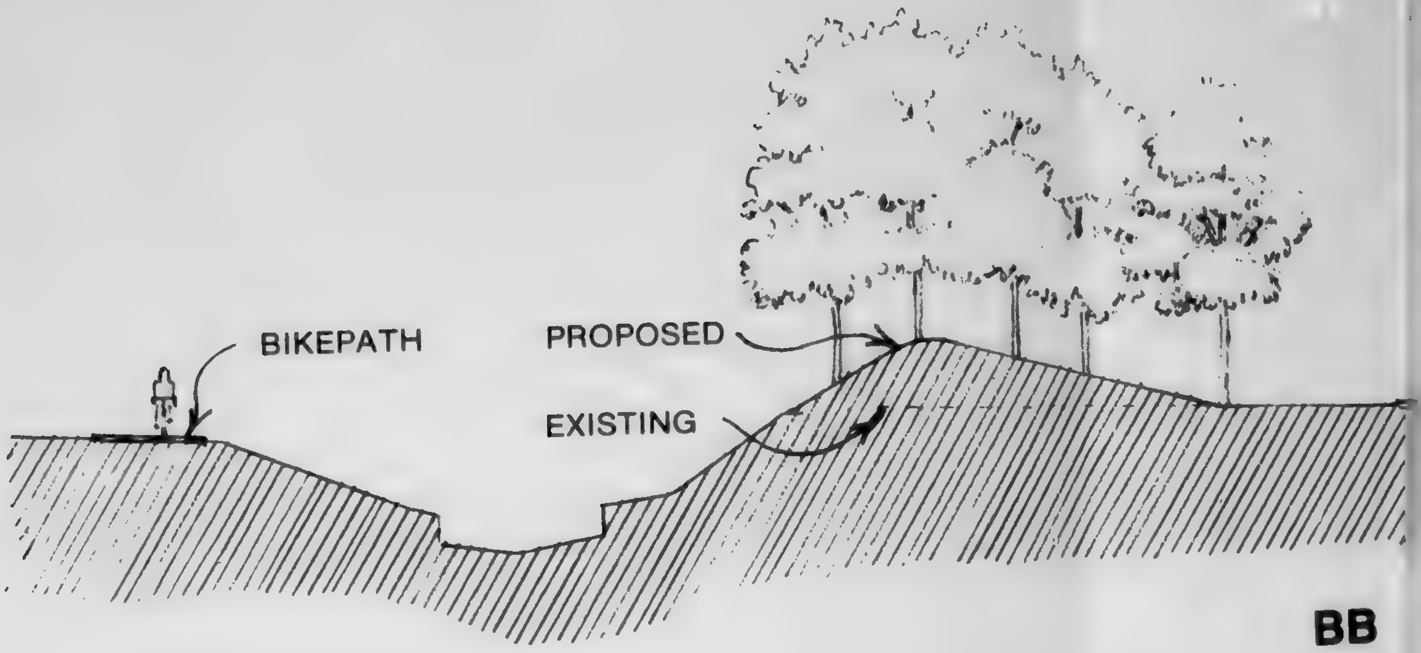
Very truly yours,

George M. Baldwin
Administrator of Highways

By Richard [illegible]
for
H. S. Cox
County and City Engineer


BIKEPATH
MEDIAN

AA


BIKEPATH
PROPOSED
EXISTING

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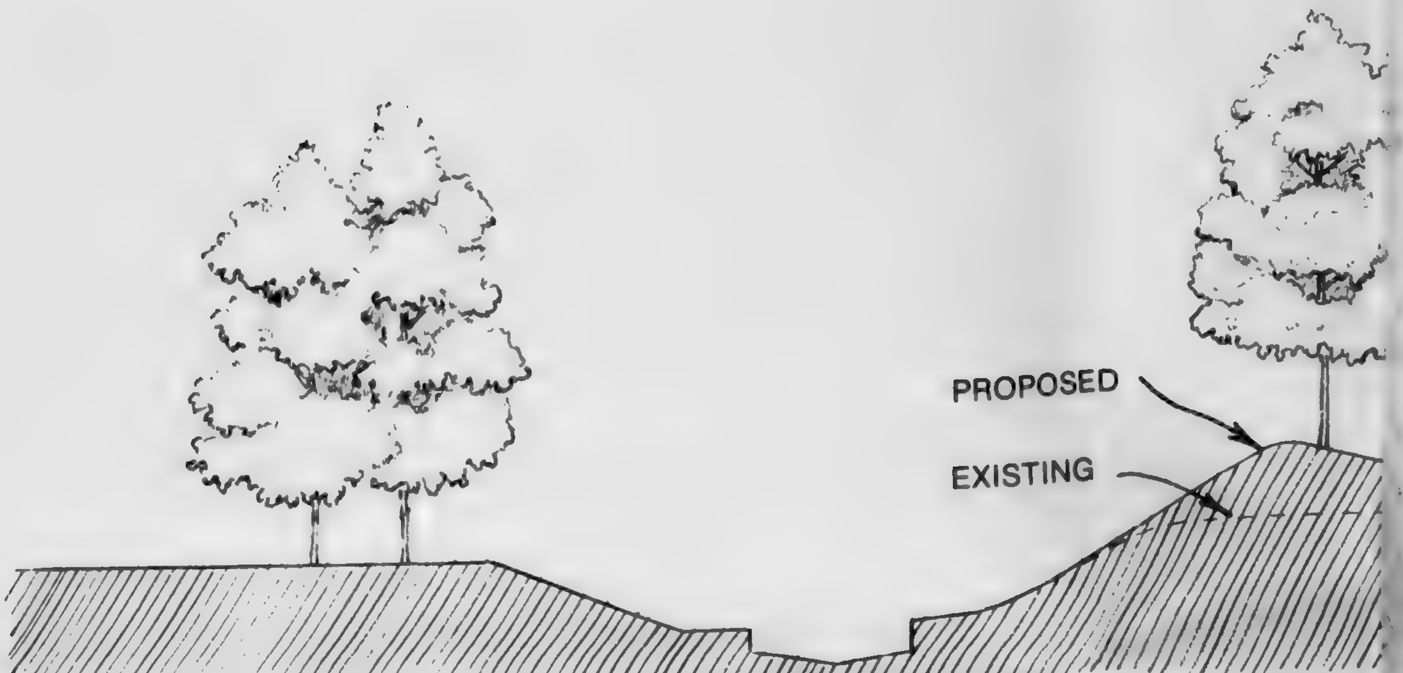
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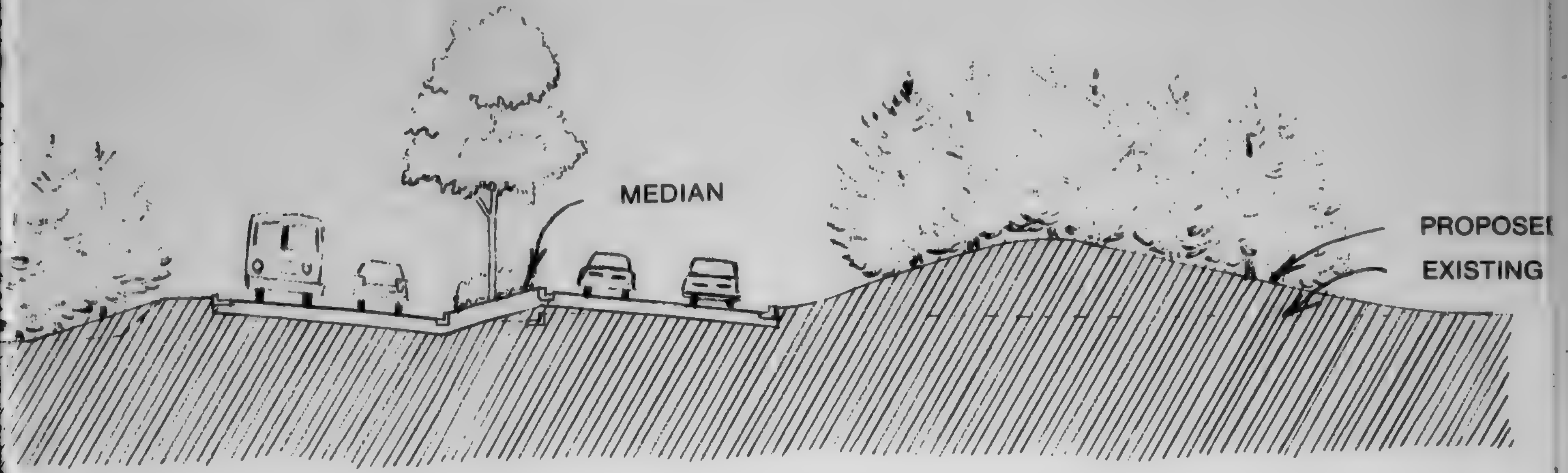
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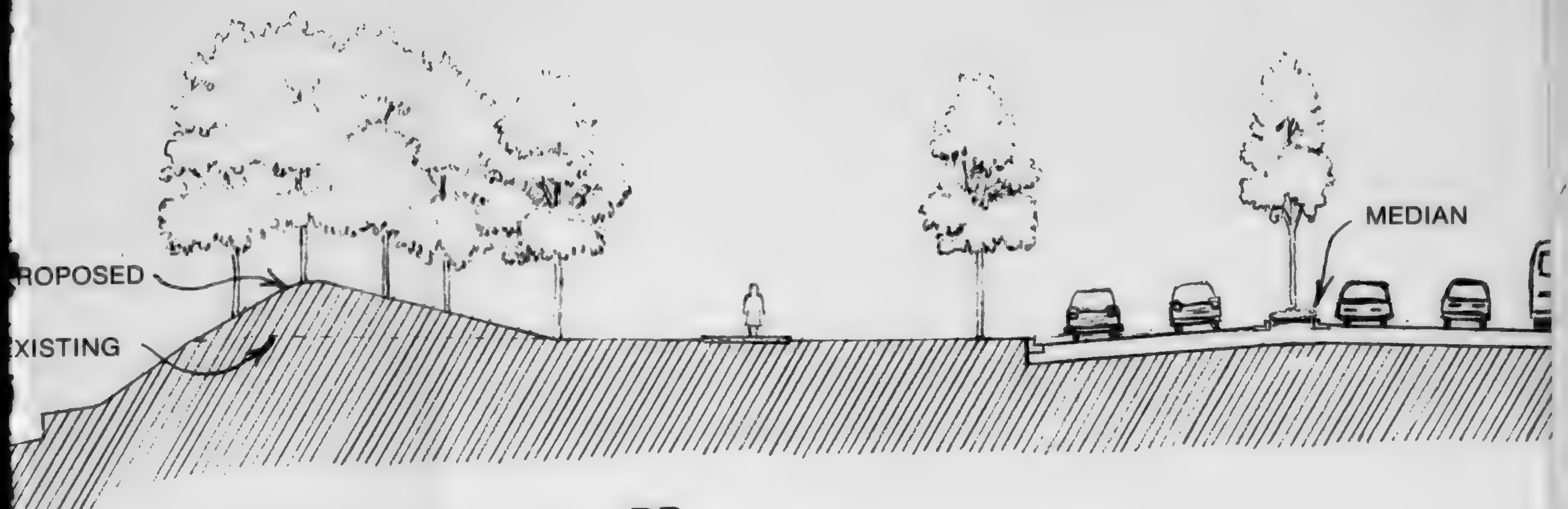
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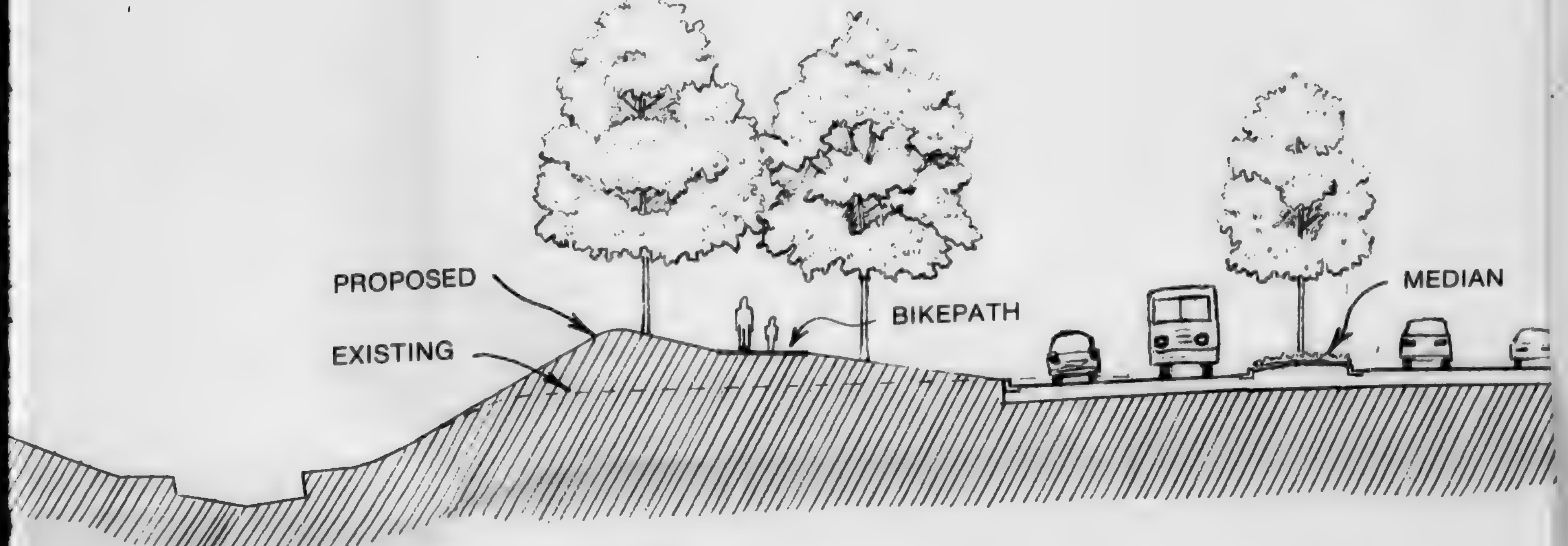
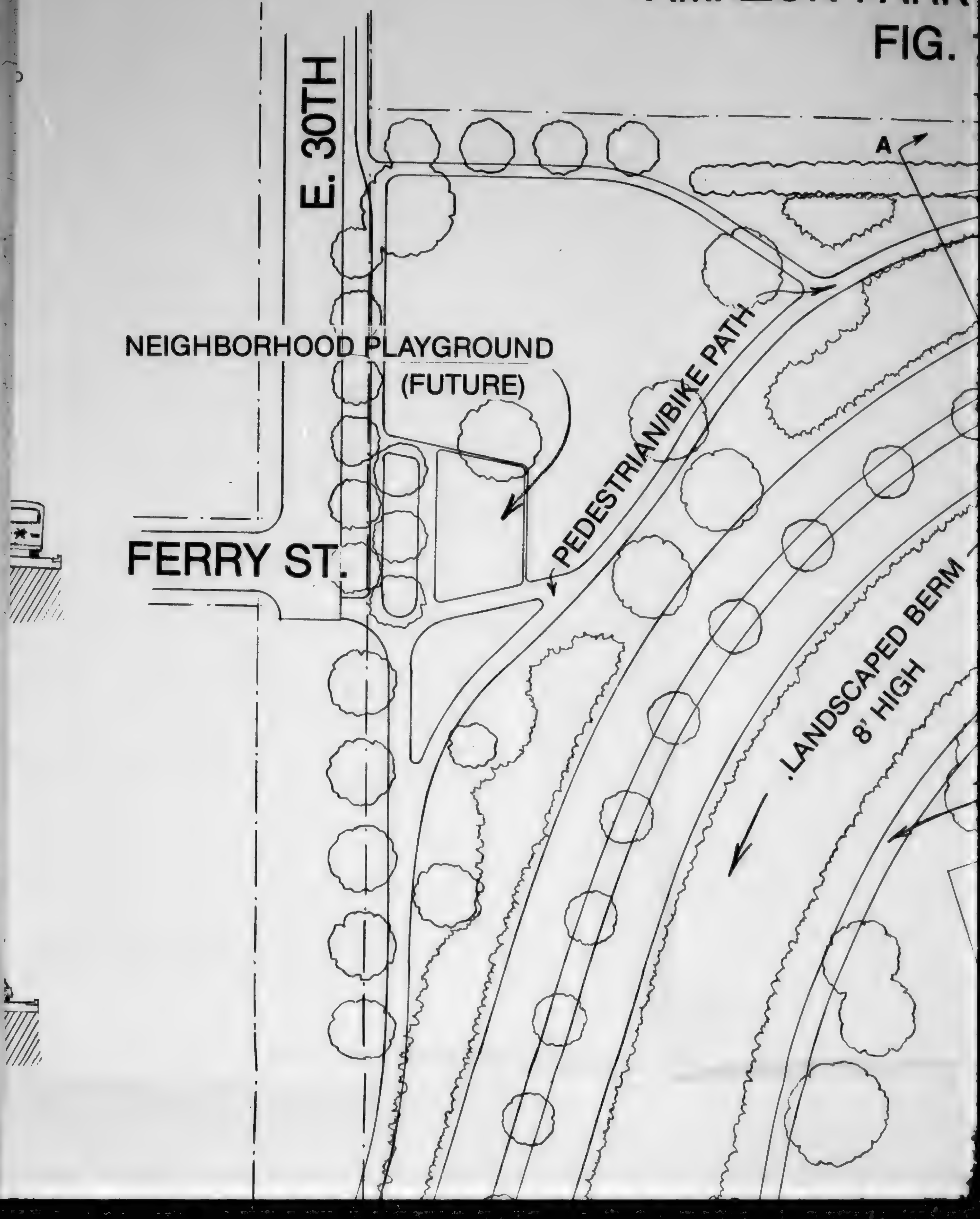
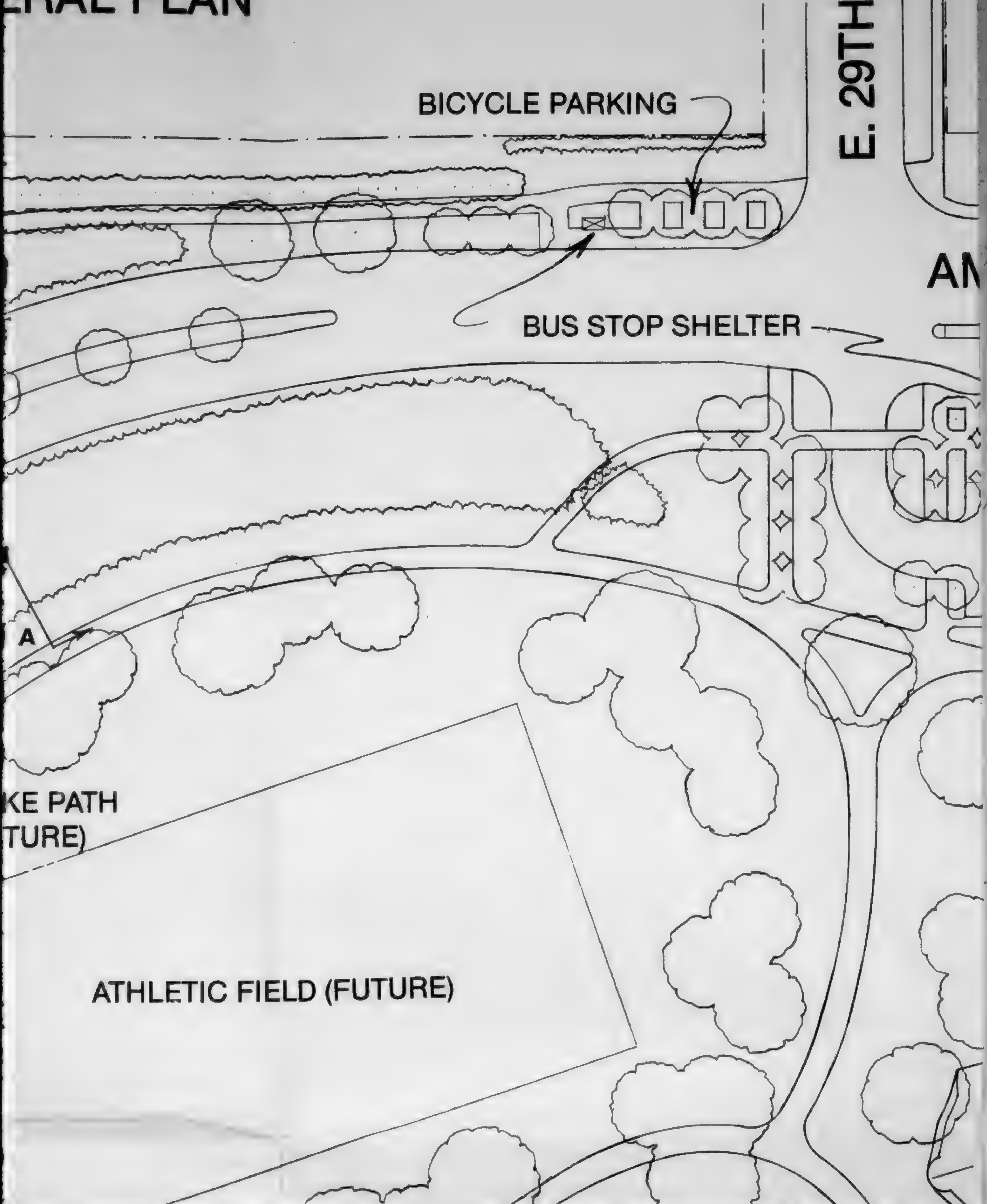

PROPOSED
EXISTING
BIKEPATH
MEDIAN

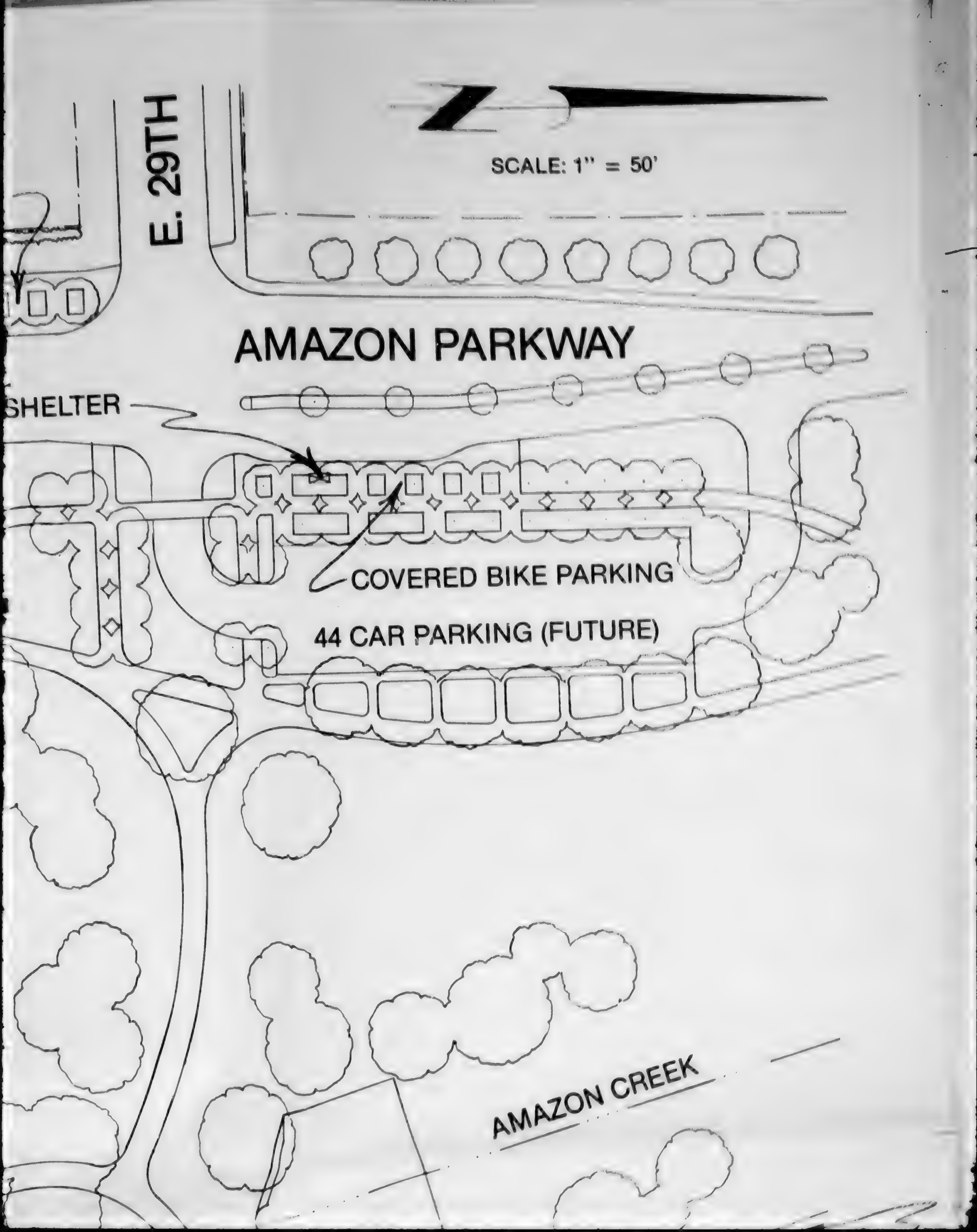
CC

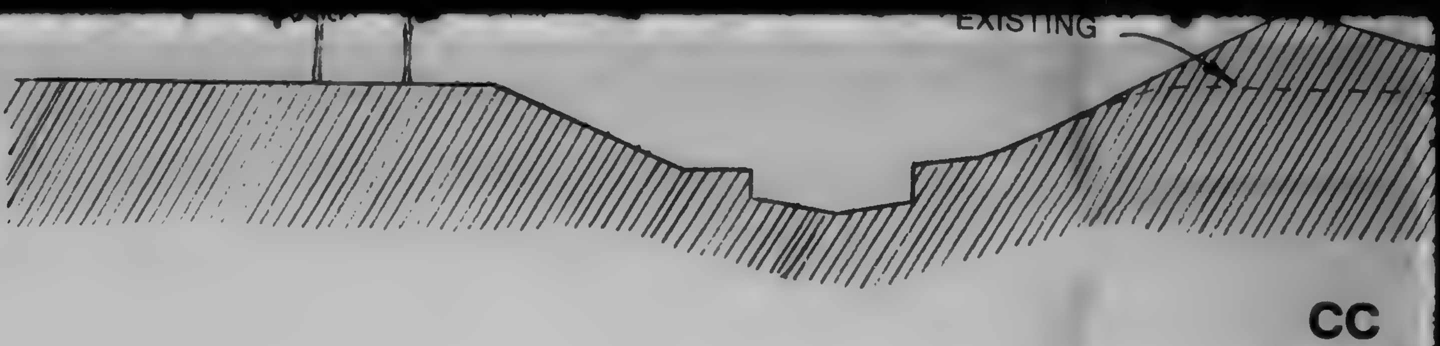
AMAZON PARK
FIG.


E. 30TH
A
NEIGHBORHOOD PLAYGROUND
(FUTURE)
PEDESTRIAN/BIKE PATH
FERRY ST.
LANDSCAPED BERM
8' HIGH

ERAL PLAN


BICYCLE PARKING
E. 29TH
AM
BUS STOP SHELTER
A
KE PATH
TURE)
ATHLETIC FIELD (FUTURE)


E. 29TH
SCALE: 1" = 50'
AMAZON PARKWAY
SHELTER
COVERED BIKE PARKING
44 CAR PARKING (FUTURE)
AMAZON CREEK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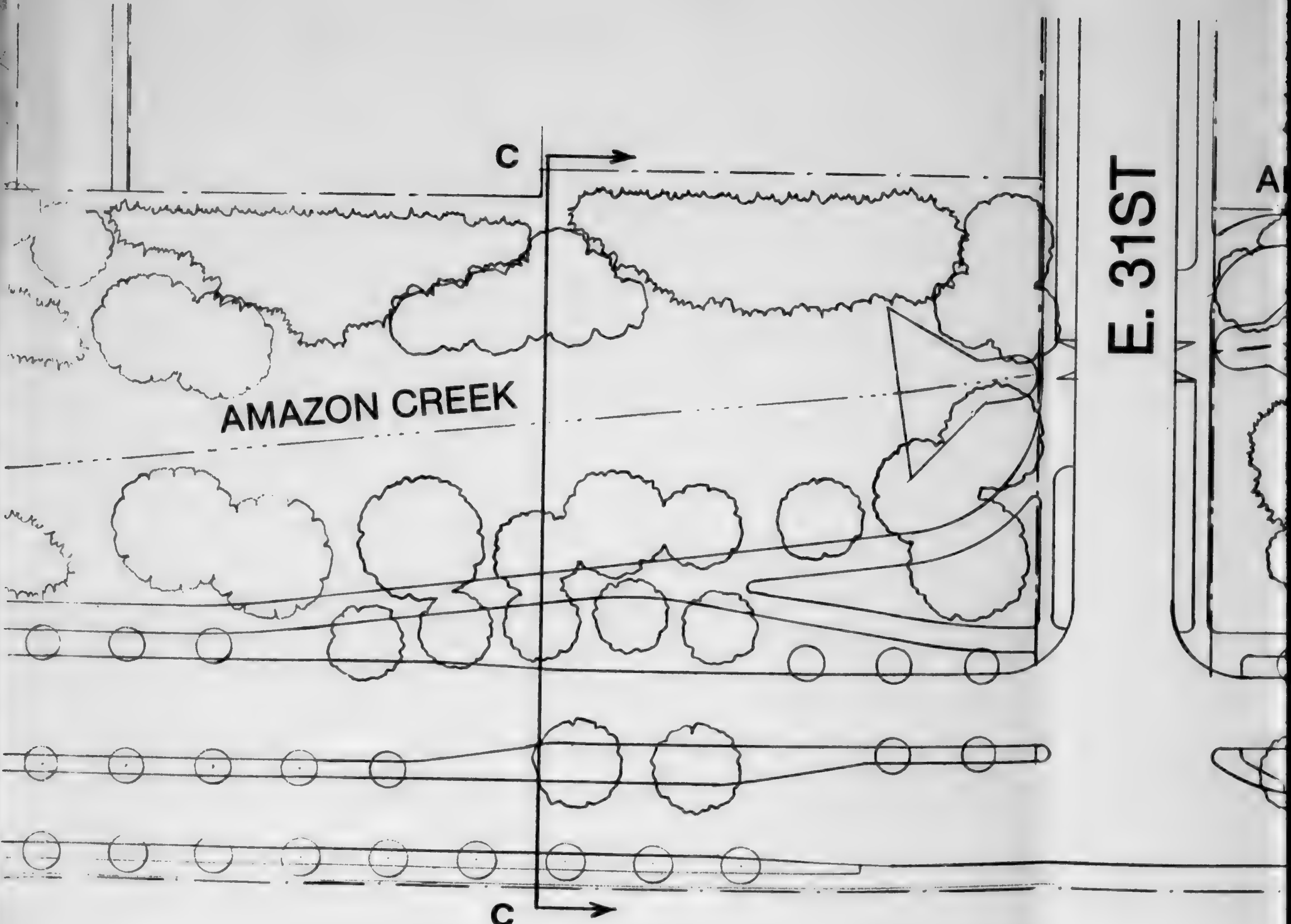
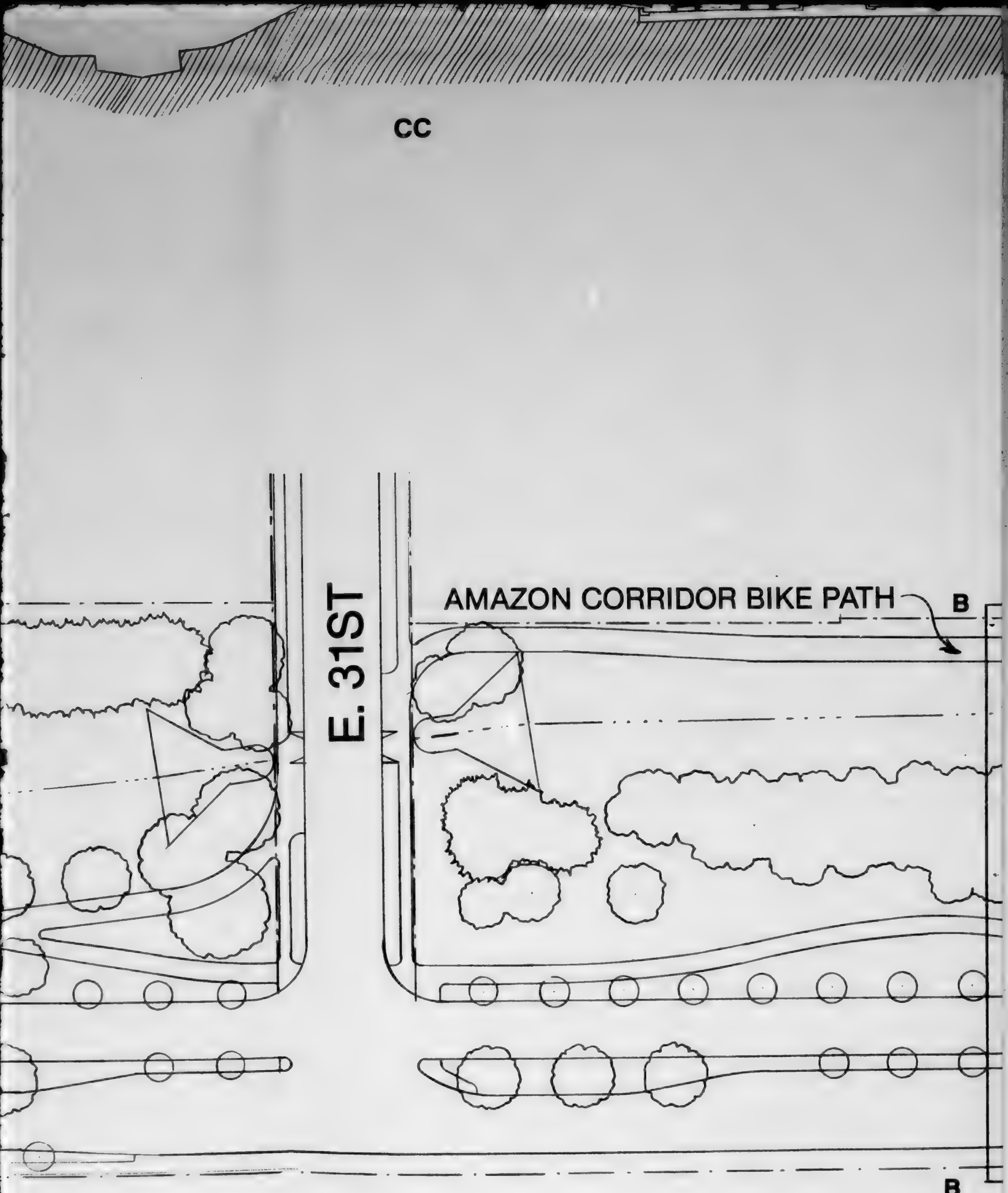
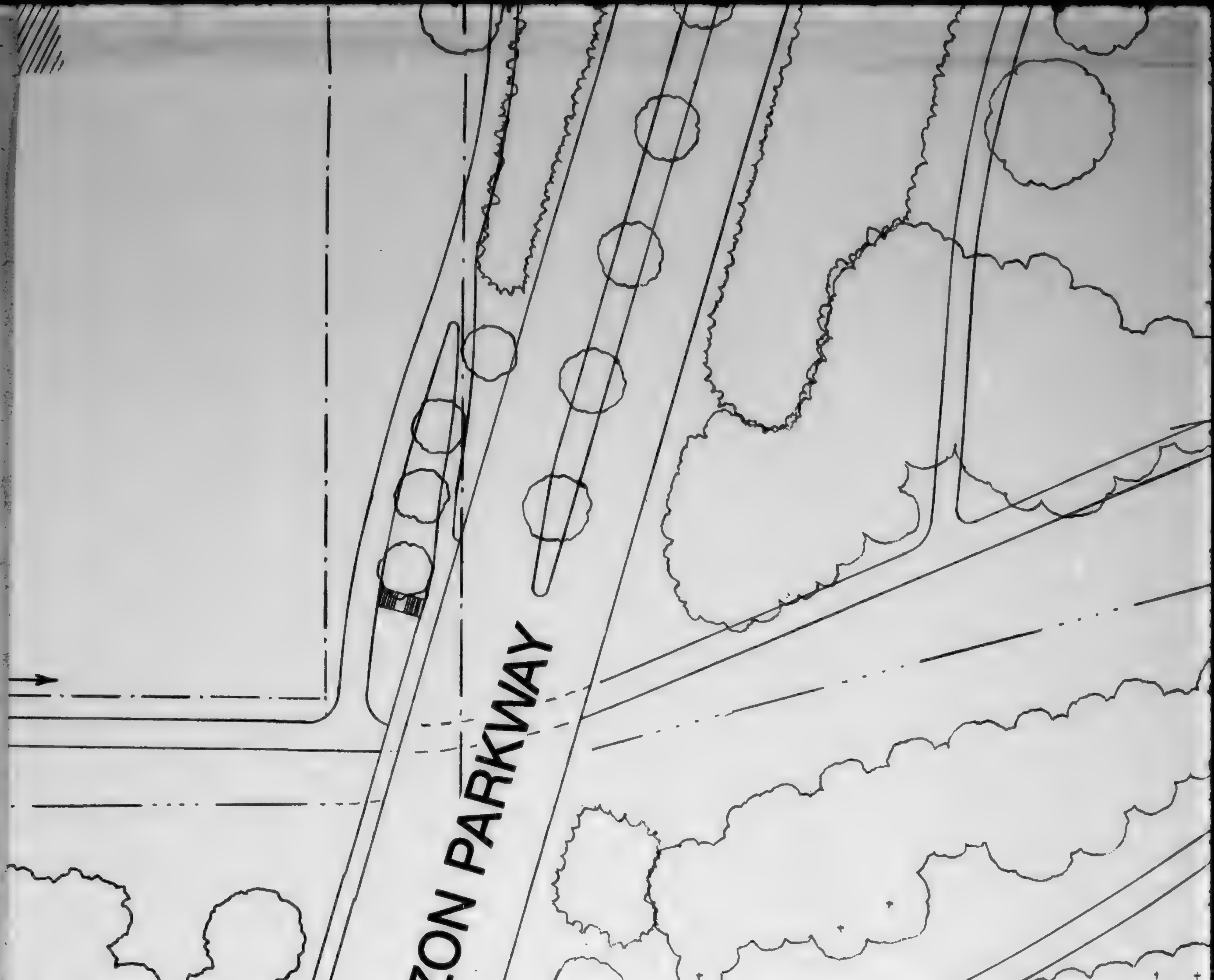
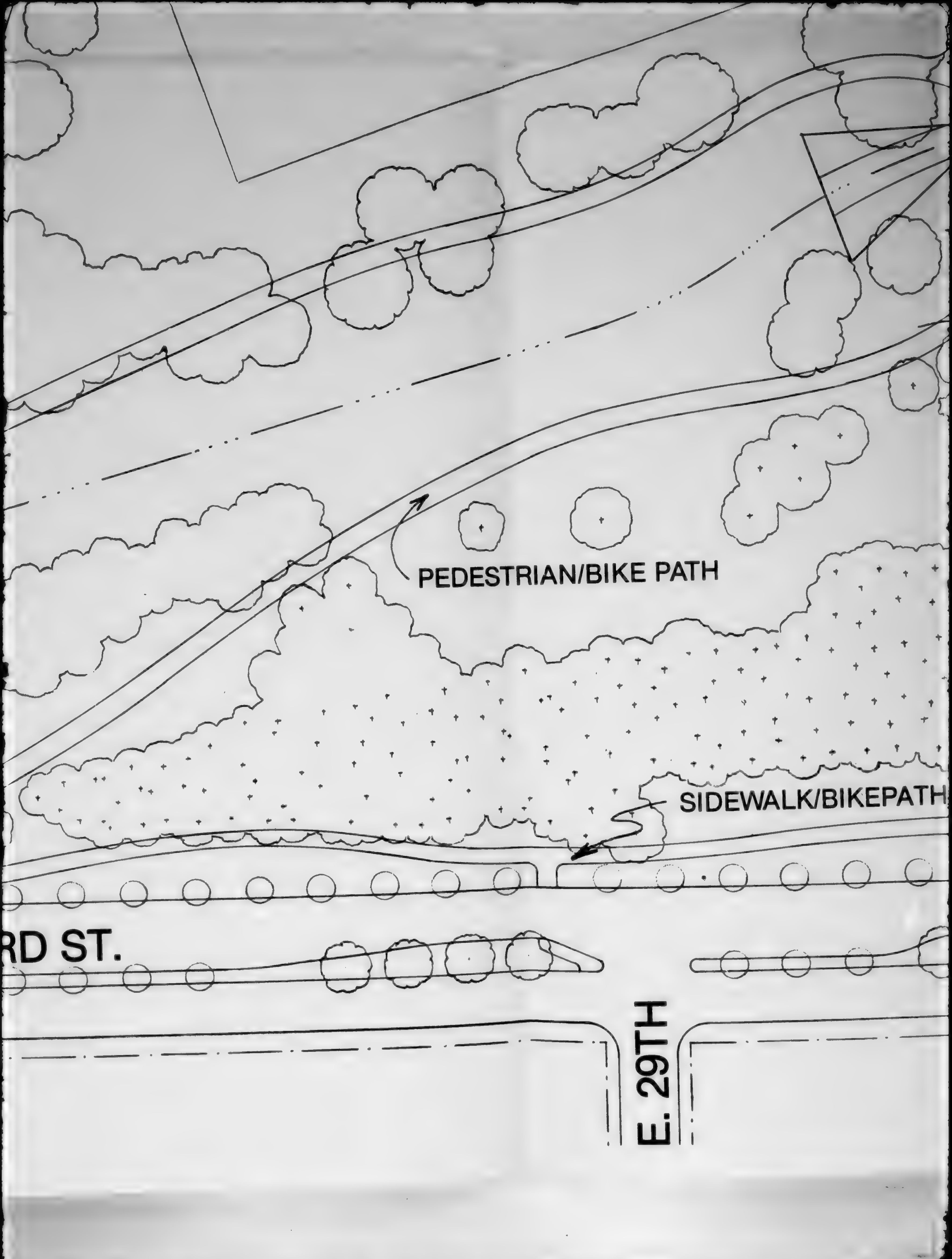
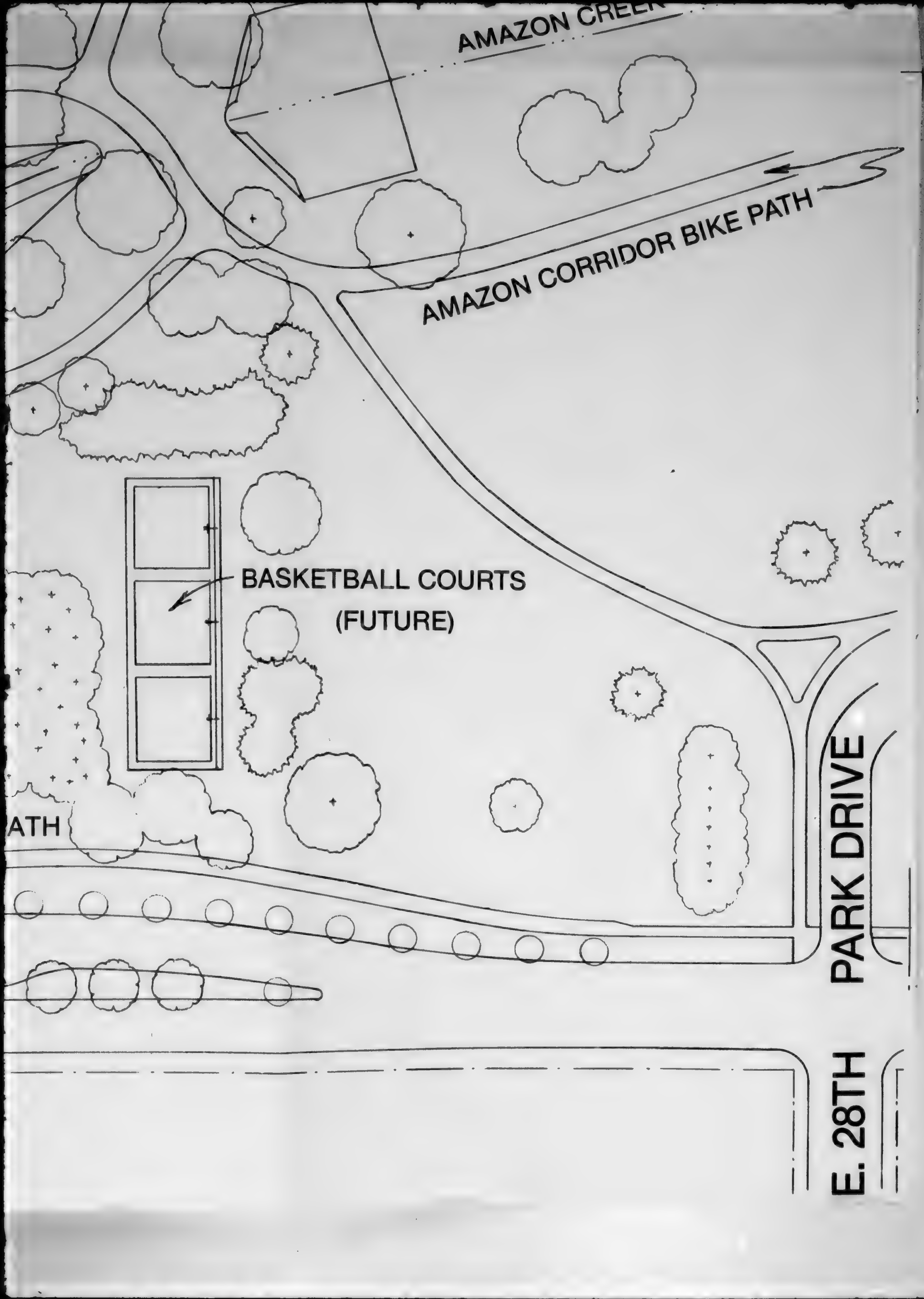

C
AMAZON CREEK
E. 31ST
C


CC
E. 31ST
AMAZON CORRIDOR BIKE PATH
B
B


AMAZON PARKWAY
HILYARD ST.
E. 30TH
AVE.


PEDESTRIAN/BIKE PATH
SIDEWALK/BIKEPATH
RD ST.
E. 29TH


AMAZON CREEK
AMAZON CORRIDOR BIKE PATH
BASKETBALL COURTS
(FUTURE)
ATH
PARK DRIVE
E. 28TH

1981 "S" Curve (Woodburn) Sec. 9290
on the Hillsboro-Silverton Hwy.
(Grading and paving)

CHA 7456 3-22-81, 9-16-82

1981 "S" Curve (Woodburn) Sec. 9290
on the Hillsboro-Silverton Hwy.
(Grading and paving)

906 BRI
DRAW
907 PRELI
DESIG
909 RIGHT-
DESCRI
910 REGION
GEOLO
911 TRAFF
SECTIO
912 LANDS
913 RIGHT-O
LIAISON
914 REGION
ITY LIA
RIGHT-OF-WA
FEDERAL A
F
LOCATION

C4A 7456 3-20-81, 9-16-82

9270

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

MARION COUNTY

SECTION "S" Curves - Settlemeir St (Woodburn)		REGION 2	
Hillsboro-Silverton Highway #140 SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX 124-1993	DATE 4-29-83

KEY ID#

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$30,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		300
905 FINAL DESIGN		8,000	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		500
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		5,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		1,000
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		200
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		200			

TOTALS	$ 54,500	$ 54,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
F-75(11)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for overlay and widening this section of the Hillsboro-Silverton Hwy. Work will include construction of storm sewer, curbs and sidewalk.

1 Versteeg ✓
Anderson cy
2 Adams
Macnab cy
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig cy
5 Molly ✓

RECEIVED
AUG 19 1983
ROAD DESIGN SECTION

cy to Lyle
Do Not File ☐
Return To
Bring Up
Action

in HIP

PREPARED BY	DATE 5/4/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 8-10-83
RECOMMENDED, REGION ENGINEER X by	DATE 5-4-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 8-10/83
RECOMMENDED, LOCATION ENGINEER X	DATE 8/9/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 8-2-83	

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION "S" Curves - Settlemeir St (Woodburn)	KEY ID #	REGION 2

STATE HIGHWAY # 140	HIGHWAY NAME Hillsboro - Silverton	MILE POST FROM 37.5 TO 37.9	LENGTH 0.4 mi
☑ URBAN ☐ RURAL	CITY Woodburn	COUNTY Marion	ROAD/STREET NAME
ROUTE # 214	FEDERAL AID # FAP-75	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 60.0
RIGHT OF WAY		$ 5.0
ROADWAY	$ 434.2	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 19.4	
	$	
40% ENGINEERING & CONTINGENCIES	$ 181.4	
TOTAL CONSTRUCTION		$ 635.0
TOTAL ESTIMATE		$ 700.0

PROJECT DATA		
GRADING	(✓)	✓
PAVING	(✓)	✓
STRUCTURES	(✓)	
SIGNING	(✓)	✓
SIGNALS	(✓)	
ILLUMINATION	(✓)	
—		
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	3
WORK TYPE	(1-12)	2

RIGHT OF WAY		
FILES	(#)	8
ACRES	(#)	0.1
RELOCATIONS	(#)	-
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
RIGHT OF WAY ACQUISITIONS	(S,C,A)	S

CONSTRUCTION BY
☑ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	3
STRUCTURES (#)	-	-
SIGNALS (#)	-	-
BIKE PATH (Y/N)	N	On Shldr
AVERAGE DAILY TRAFFIC	11,900	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

Existing roadway two-lanes with narrow shoulders and open ditches each side. Recent construction has improved the 'S' Curves leaving this gap in a highly traveled roadway through a combination Business - Residential area and in front of the school

This is project No. 260 on the current 6 Yr. Highway Improvement Plan.

PROPOSED SOLUTION

Overlay existing roadway, widen to include a left turn lane. Install curbs and storm sewer drainage. A sidewalk will be built on the southerly side to serve the residentia and business frontage on that side.

REQUESTED REGION ENGINEER X by Phillip O.	DATE 5-4-83			
APPROVED, ASST. HWY ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE 19 JAN 82	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION 2

SECTION "S" Curves - Settlemeir St (Woodburn)

PROJECT JUSTIFICATION

This is the last section of unimproved roadway between the I-5 Freeway and Highway 99E.

The section to the west was recently re-constructed through the "S" Curves which project includes a left turn lane and a closed drainage system. Part of this drainage runs easterly into the open ditches along side the roadway. These ditches are on such a flat grade that standing water occurs during the entire run-off period. In addition there are numerous residences, a school and a day care area for small children, all of which cause some left turn movements which are hazardous because of the comparatively high volume of traffic.

This project was identified for joint financing with the City of Woodburn.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION "S" Curves - Settlemeir St (Woodburn)

REGION 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	~~S~~ N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	S	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	~~S~~ N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS		OLD (#)	NEW (#)
						UTILITIES		(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
8	0	0	0

RIGHT-OF-WAY LIAISON: S
EASEMENTS (#): 8
ACCESS CONTROL (Y/N): N

COMPANIES
Northwest Natural Gas Company
Portland General Electric Company
Pacific Northwest Bell Telephone
City of Woodburn Sewer and Water
Northland Cable (Television)

DESIGN SPEED: 35
DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
—	—	—	—	2-4	—	—	12	—	12	—	—	2-4	—	—	—	—
On Shldr	—	A	—	4	—	—	12'	14'	12'	—	—	4	—	A	5	On Shldr

Varies to match existing PROPOSED width at Settlemeir Intersection.

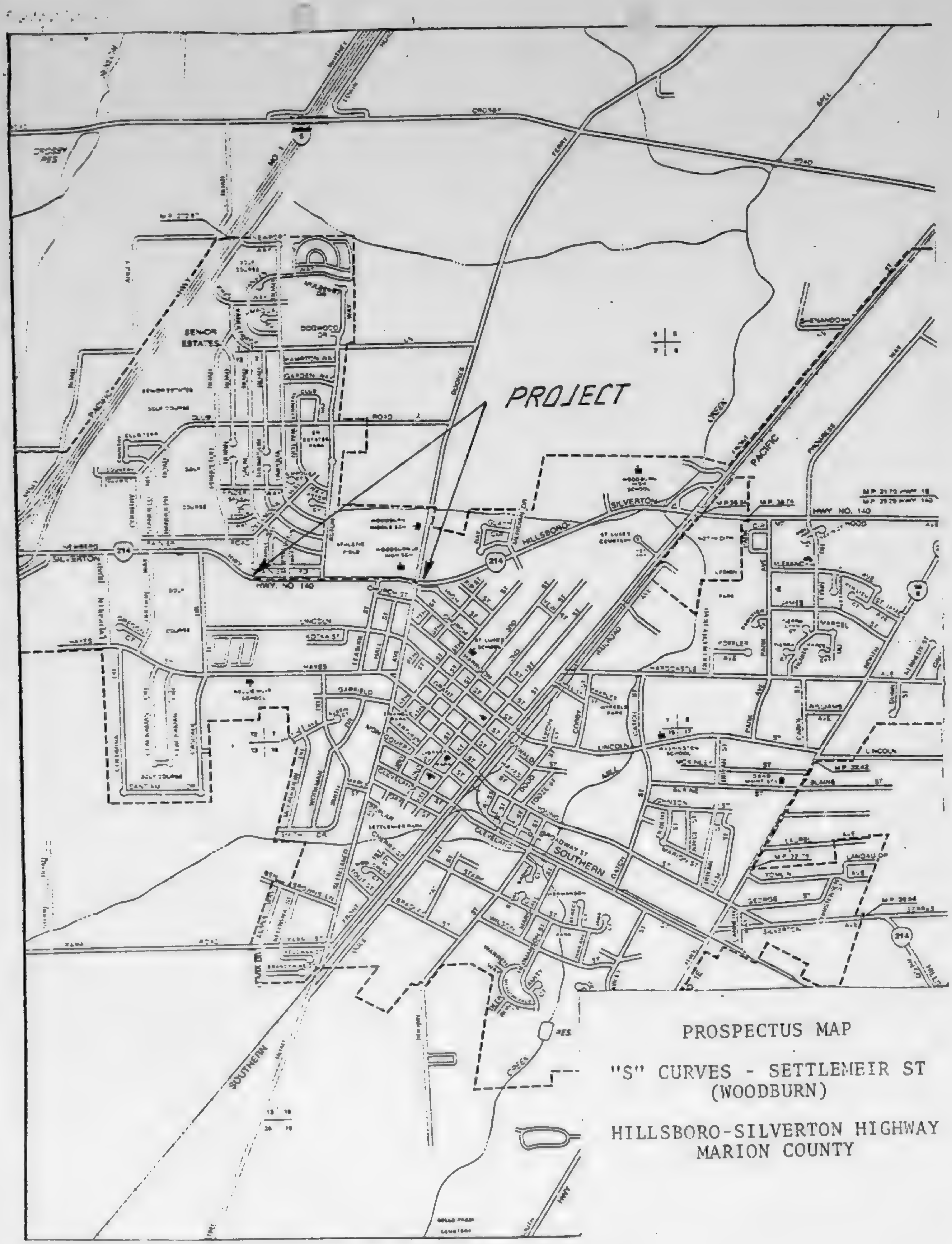
SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
AC Pavement	5"	5"			
Cement Treated Base	5"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Frank E. [illegible]
Location Engineer
Date 8/9/83


PROJECT
SENIOR ESTATES
HWY. NO 140
HILLSBORO
SILVERTON
HWY NO. 140
SOUTHERN
PACIFIC
LINCOLN
HAYES
GARFIELD
CROSBY
ROAD
BROADWAY ST
CLEVELAND
214

PROSPECTUS MAP

"S" CURVES - SETTLEMEIR ST
(WOODBURN)

HILLSBORO-SILVERTON HIGHWAY
MARION COUNTY

1-3-83

cc: -OSHD(Coulter)

9290

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FED . HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 1/3/83	REPORT MADE BY William Kappus, Area Engineer		PROJECT NO. F-75(6)
COMPLETION DATE 11/25/81	ACCEPTANCE DATE BY CONTRACT AGENCY 7/20/82	TIME ELAPSED 100 %	CONTRACT TIME 120 CD
APPROVED EXTENSIONS 68 CD 3/5/82	LOCATION SR 214, 0.4 mi E of Jct I-5 E (Woodburn)		

~~The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

"S" CURVES (WOODBURN) SECTION
HILLSBORO/SILVERTON HIGHWAY
Grading, Drainage & Paving

This project provided for improving the alignment of a segment of highway containing two short radius reversing curves and the extension of a continuous left-turn median lane.

The final project cost underran the original authorization by appoximately 4%.

A final inspection of the completed project was made on March 16, 1982.

NOTED
W. E. SCHWARTZ

cy
2h

RECEIVED
STATE HWY ENGR
FEB 8 '83
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer William H. Kappus		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 2/4/83	TITLE Field Operations Engineer	DATE 2/4/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9290

10-18-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-25(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10112

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/22/82

8. FEDERAL ROUTE NUMBER Primary 75

9. STATE ROUTE NUMBER Secondary 140

10. GENERAL LOCATION:
"S" Curves (Woodburn) Section

11. GENERAL DESCRIPTION OF WORK
Locate and repair broken irrigation pipe under city owned sidewalk

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

NOTED
W. E. SCHWARTZ

13. REMARKS

Contingent upon modification of project agreement estimate if addtional funds are required, I approve the advance authorization date of 7/22/82 as requested in Mr. Keasey's letter of 9/17/82 as being in the public interest to proceed with the above work. State Force Order No. 5 representing work by Woodburn Landscaping Inc. is approved for a TEC of $77 Federal Funds $68.

RECEIVED
STATE HWY ENGR
OCT 21 '82
REFER TO Maehring
FOR
Info	Inves	R/D	D/R	Sign	Act	File

CE
CAE
FOE
OCS
SCS
RECEIVED
OCT 22 1982
CONSTRUCTION SECTION
OM 10/22
CA
LS
TC
FE
CP

14. DATE 10/18/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9290

L.

September 16, 1982

City of Woodburn
City Hall
Woodburn, OR 97071

AGR 4

Attention: Barney O. Burris
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 2456

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a supplemental agreement concerning disposal of the old right of way in the "S" Curve (Woodburn) Section of the Hillsboro-Silverton Highway No. 140.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

Attachment

bc: Don Harwell (agree. att.)

L.

August 30, 1982

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9290

Gentlemen or Ladies:

On July 23, 1982, we wrote to you concerning release of final payment on Contract No. 9290 awarded to Roy L. Houck Construction Company for work on the "S" Curve (Woodburn) Section of the Hillsboro-Silverton Highway in Marion County.

Final payment on this contract is $2,500 and the total contract amount is $213,542.81 including $1,474.14 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Roy L. Houck Construction Company
2705 Lancaster Drive, N.E.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9290

file

1.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Todd Building Co. No. 9198	Justice Center, Phase 2 Multnomah County	July 12,1982
Mill Plain Elect., Inc. No. 9388	SE Powell Blvd. @ SE 174th Ave. Multnomah County	July 20, 1982
W. R. Grasle Co. No. 9366	Mt. Hood Hwy. @ Towle Ave. (Gresham) Multnomah County	July 20, 1982
Roy L. Houck Construction Co. No. 9290	"S" Curve (Woodburn) Marion County	July 20, 1982
Mill Plain Electric,Inc. No. 9387	NE Columbia Blvd. @ NE 47th Ave. Multnomah County	July 30, 1982
Roy L. Houck Const. No. 9260	Clackamas/Boring Hwy. @ SE Foster Rd. (Damascus) Clackamas County	July 30, 1982
Elting, Inc. No. 9086	NE Hancock St.-SE Yamhill St. Multnomah County	July 30, 1982
Gresham Paving, Inc. No. 9250	SE 257th Dr.-SE Division Dr. Multnomah County	August 3, 1982
Hansen Electric Co., Inc. No. 9207	Beaverton/Tualatin Hwy. @ SW Hunziker St. (Tigard) Washington County	August 3, 1982
G.S.Hulsey Crushing,Inc. No. 9447	Port Orford Rock Production Curry County	August 3, 1982

August 4, 1982

Wendell E. Schwartz

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

9290

140

ROAD DESIGN SECTION 378-6558 DES 16

C. O. Fredrickson
Region 2 Engineer, SALEM

June 30, 1982

W. H. Wakerlig
Right of Way Descriptions Supervisor

"S" Curve (Woodburn)
Hillsboro-Silverton Highway
Marion County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 1 1982
ROAD DESIGN SECTION

Do Not File ☐
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We are forwarding herewith a reproducible map covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Design Draftsman

ALD:rlr
Attachment

rn 9290

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-30-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-75(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10112

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/12/82

8. FEDERAL ROUTE NUMBER Primary 75

9. STATE ROUTE NUMBER Secondary 140

10. GENERAL LOCATION:
"S" Curves (Woodburn) Section

11. GENERAL DESCRIPTION OF WORK
Roadside Seeding and Mulching

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 5/12/82 as requested in Mr. Keasey's letter of 6/21/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $1,986.00, Federal funds $1,751.00

RECEIVED
STATE HWY ENGR
JUL 7 '82
REFER TO Moehring
FOR
Info Inves R/D D R Sign Act File

orig to 7-7-82

14. DATE 6/30/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9290 FORM 81-734-3001

OREGON STATE HIGHWAY DIVISIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION "S" CURVES SECTION (WOODBURN)	WEEK ENDING 5/22/82	SECTION PREFIX 124-1051
HIGHWAY HILLSBORO/SILVERTON	COUNTY MARION	
NAME OF JOB "S" CURVES (WOODBURN) SECTION	KIND OF WORK GRADING & PAVING	
CONTRACTOR ROY L. HOUCK CONSTRUCTION CO.	CONTRACT NUMBER 9290	FEDERAL AID PROJECT NUMBER F-75(6)
DATE OF CONTRACT May 5, 1981	DATE WORK STARTED May 18, 1981	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 120	CALENDAR DAYS USED 120
PROJECT AUTHORIZATION $ 275,316.72	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING $ 253,485.44	ENGINEERING AUTHORIZATION $ 21,831.28	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 242,569.80	ENGINEERING COST TO DATE $ 42,500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT [illegible] UNDERRUN -4½ %	PERCENT OF AUTHORIZATION 200 %	DATE PROJECT WAS COMPLETED 11/25/~~82~~ 81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	--------		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,000 C.Y.	4,900 TON	------	---------	1,900 TON
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2700	3000			1670
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	N/A							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	***********			PROJECT COMPLETE
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY	***********			

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CONSTRUCTION SECTION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETED 11/25/81

SEMI-FINAL SUBMITTED TO REGION 2/12/82

FINAL INSPECTION HELD 3/16/82

CONTRACTOR SUBMITTED FINAL PAPERWORK 5/20/82

3rd NOTIFICATION DATED 5/20/82

LAST REPORT

SIGNED Warren E Mueller LOCATION SALEM
WARREN E. MUELLER PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9290

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

March 5, 1982

CON 5 #9290

Roy L. Houck Construction Company
2705 Lancaster Drive N.E.
Salem, OR 97303

[illegible]
H. S. COULTER

RE: Time Extension Request
"S" Curve (Woodburn)
Contract No. 9290

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A time extension of 68 calendar days is granted due to added work performed under Price Agreements 2 and 3.

This will eliminate all liquidated damages under this contract.

Sincerely,

Keasey

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:OBJ:cb

bc: H. S. Coulter ✓ (att. 1 ltr., 1 chart)
C. O. Fredrickson " " "
W. E. Mueller "
FHWA " " "
Bob Church

RECEIVED
STATE HWY ENGR
MAR 5 '82
REFER TO
FOR
Info Inve. R/D D R Sign

Form 734-3123

1 1051

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

DATE: February 25, 1982

FROM: Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
"S" Curve (Woodburn)
Contract 9390

RECEIVED
FEB 26 1982
CONSTRUCTION

Roy L. Houck Construction Company by the attached formal request asks that we increase the specified 120 calendar days (cd) by 68 cd to a new total of 188 cd, the actual time it took to complete the project. Also attached to his formal request are the items listed by him.

The contractor's request is based upon four items as detailed in his request. They essentially boil down to the negotiation and actual construction P.A. Nos. 2 and 3 and, according to his request, comprise all of the time from September 18 to November 25, a total of 68 cd.

Project Manager Warren E. Mueller in his attached February 17 letter and its attached graph analyzes not only the items contained in the contractor's request but five additional items and in the process supports 88 cd.

I looked at the matter from a slightly different standpoint than either the Project Manager or the contractor. The basic contract work was completed October 21 or 35 cd before all of the extra work was completed November 25. These 35 days should be granted and they exactly equal the contractor's Items 3 and 4 which he described as the negotiation and construction of P.A. No. 3. Mr. Mueller's graph shows that several other items were concurrently done. We should only grant this time once.

The contractor correctly shows that he commenced negotiating Price Agreement No. 2 on September 18. However, he is incorrect as to when he actually performed the work. He performed some of it on September 24 and some of it on November 23. I think he is entitled to the time between September 18, when the negotiations commenced, and October 11, when the materials arrived at the project. All the other time involved is concurrent with that previously recommended for Price Agreement No. 3. This amounts to a recommendation to 23 cd.

Although Mueller recommends additional time for extra inlets, pipe and manholes, and pipe revisions, these did not control when his project was constructed. They were more incidental and minor adjustments to the basic storm sewer system. Therefore, this office recommends 23 and 35 cd respectively for P.A. Nos. 2 and 3, or a total of 58 cd, leaving a liquidated damage of 10 cd.

Mr. Ray Dillon who prepared the original analysis for Mr. Mueller concurs and supports the above Region recommendation.

GW/rgb
cc: Warren Mueller

3-4-82

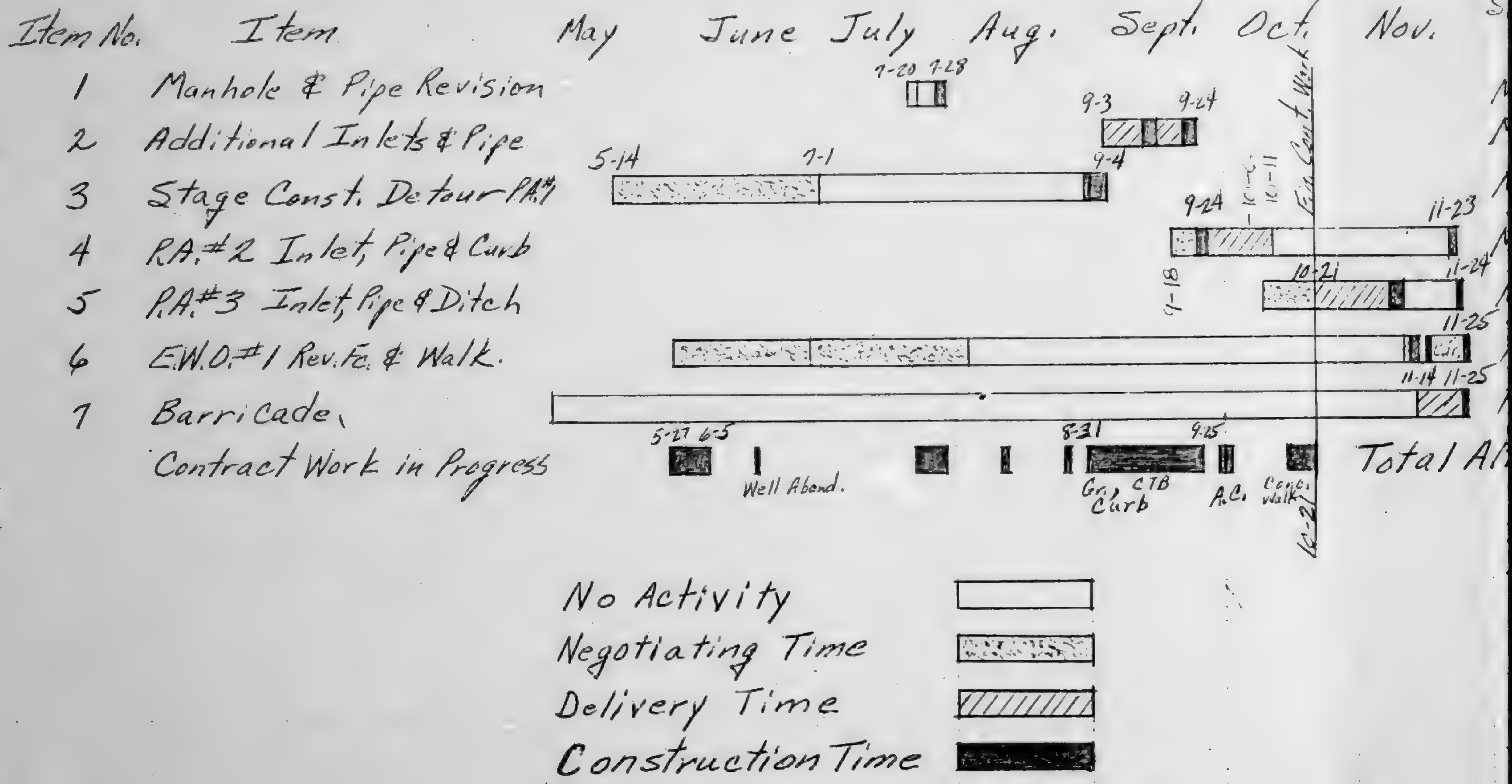
CTK -

It appears that we have no choice but to grant a time extension of 68 C.D. due to late added work done under P.A. 2 and P.A. 3. I recommend that a 68 C.D. extension be granted,

O. B. Jackmond

"S" Curve (Woodburn)
Hillsboro - Silverton Hwy
Contract No. 9290 Prefix No. 124-1051

Time Extension Chart

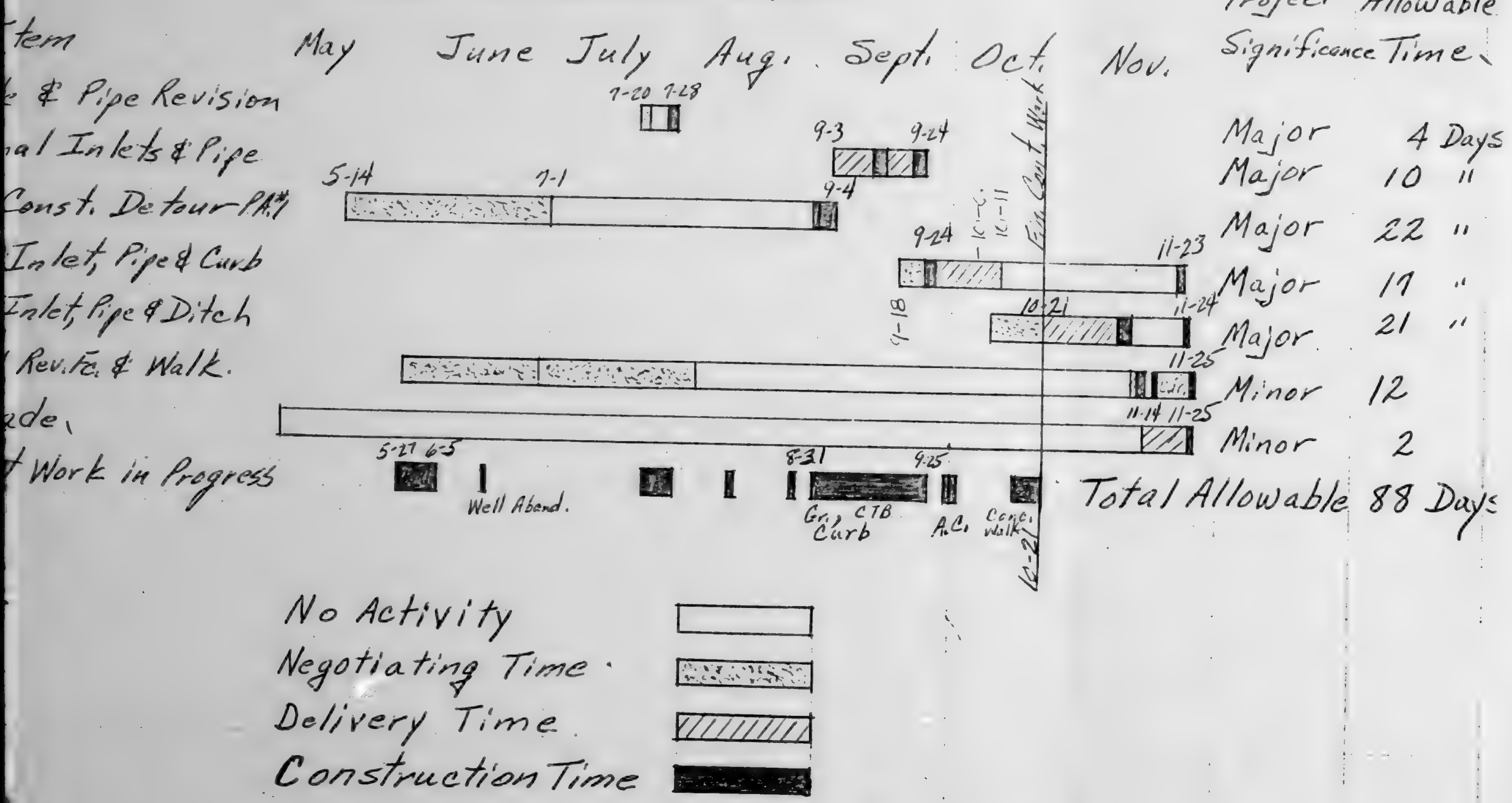


"S" Curve (Woodburn)

Hillsboro - Silverton Hwy

Contract No. 9290 Prefix No. 124-1051

Time Extension Chart



9290

Sec. 140

ROAD DESIGN SECTION

DES 16

Warren E. Mueller
Project Manager

March 2, 1982

DNS
D. N. Stoudenmeyer
Design Supervisor

"S" Curve (Woodburn) Section
Hillsboro-Silverton Highway
Marion County

1 Versteeg ✓
Anderson
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RECEIVED
MAR 2 1982
ROAD DESIGN SECTION

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This letter acknowledges receipt of your narrative report on the subject project. We offer the following comments on some of the problems you brought to our attention.

Apparently our plan for TP and DT was not understood. The 16 foot wide surface was for use by one-way traffic under flaggers. This plan is fairly standard procedure for such a project. Cascade Drive on the plans was shown 24 feet wide because the information we had at the time the plans were made showed it that way. Apparently some widening took place in the interim.

Your problem with the elimination of the roadside ditches due to the curbed section appears to have been handled expeditiously.

Your problem with the type A curb connecting to an existing type C curb was unforseen in the design state as your realized in your statement.

We appreciate receiving these reports as the could be helpful to us in future design work.

DNS:rlr

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Lou
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

Comments - include items noted

"S" Curve (Woodburn)

Marion County Contract #92902

Job Narrative

1 Verstoeg ✓
Anderson
Adams A
Olson
Sullivan
Terpin
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RECEIVED
FEB 23 1982
ROAD DESIGN SECTION

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The bid letting for this project was April 30, 1981. On May 12, 1981, Frank Tiwari, City Engineer for Woodburn, called and requested we add to this contract a storm sewer from the end of our project to the existing storm sewer at Suttlemeyer Street, about 1/4 mile. I discussed this request with the Region Federal Aide Engineer, Phil Stearns, who suggested I get Hydraulics (Dave Bryson) to study the size of pipe needed, etc.. Hydraulics relayed their information to the Highway Design Section. Our Region, location office also had a detail map showing the existing drainage from this project to Suttlemeyer Street. With this information we prepared a map which was discussed with Frank Tiwari, G. W. Wimer, & Phil Stearns.

Mr. Wimer contacted FHWA, Federal participation for the storm sewer extension is not available. I informed Frank Tiwari of this on May 18, 1981.

?

This not [illegible] contract

See also pg 2

The Pre-construction meeting was held on May 14, 1981. I asked the contractor for a plan of his Temporary Protection and Direction of Traffic, with special emphasis on the stage construction which shows two way traffic on a 16' surface. This detail seemed to have been overlooked as there are 14' wide loads using this Highway. Logging and chip trucks also will be a problem. The contractor had no plan for this problem, and was instructed to submit a plan.

The contractor started work on May 18, 1981, with clearing and grubbing so that utilities could move their lines. The contractor filled the roadside ditch across from the end of Cascade Drive, so that PGE could move their poles. The Pacific Northwest Bell forces lowered and moved their underground lines.

The storm sewer lines were started May 27, 1981, on the west side of the roadway. Pipe was layed to each catch basin location, this cut off the existing drainage. Heavy rains June 5th through the 9th caused flooding, but by removing the plywood from the ends of the new pipe lines, we were able to establish drainage. Due to the wet weather very little work was done in June.

This contract specified a CG-3 inlet which has a metal cleanout lid on the surface. The contractor elected to use the pre-cast section rather than the cast in place. Bases are poured and the pre-cast set on top of the base. The pre-cast is then grouted in place. When the sidewalk is poured, the pre-cast becomes a part of the sidewalk. The pre-cast gives a smooth surfaced drainage opening. The metal cover gives very good access to the basin.

Monday June 15, a well drilling company moved in with their large well drilling rig to abandon the well located at station 129 + 40 right. Due to the previous rains the ground was very soft, but by the use of mats the drill rig was positioned over the old well. The well was cleaned out and the casing perforated. The driller then placed a grout pump with a long hose to the bottom of the well. As the grout was pumped in the well, the water was pushed out at the top, sealing the well.

Discussions were held with no contractor as to his plans of the operation. It was agreed that we would leave the center section of the old pavement in place to carry traffic, excavate both ends along the right side of the existing highway, then place CTB and construct curbs.

When the curbs were complete on the right side we would pave the base course up to the existing center section, then switch traffic to the new section, and complete the left side.

By leaving the center section in place and changing the plan, stage construction, we shortened the traffic conflict time.

As with every City job, conflicts occur. The filling of the deep ditch at the end of Cascade Drive, removed the physical barrier which had stopped vehicles in the past. The City asked if we could install a permanent barricade to warn traffic.

[illegible]

Plans for Cascade Drive showed a street width of 24', but the City has constructed curbs which are at 39' allowing a left turn lane at the intersection. We then constructed this to 39'. Drainage on Cascade Drive, east side storm sewer was below grade at the intersection of the line on the right side of the project. It was suppose to drain into a 15" line running west, across Cascade Drive. The 18" line on the left side was about 1 1/2 feet lower. By excavating across the highway, and shifting manhole location to this junction, we were able to accomadate the drainage on Cascade Drive.

According to our information the property to the east of the new aligned curve was to be traded for the new R/W. The property owner wanted the area filled , with the drainage ditch removed. An agreement was made with the contractor on the Cities, Park Ave. Project, to haul excess material to this site and the contractor would place the material. While all this was going on, one property owner, adjacent to Princeton Street, complained that the City had no right to trade this property as it should revert to the adjacent property owners. This old R/W line has storm sewer, telephone, and gas lines which will require individual easments if given to the adjacent property owners, rather than just one if traded for the new R/W.

The change in grading of the old "S" Curves required change in drainage. The existing 12" storm sewer was hooked to the inlet at station 130 + 98, and a new 12" line installed to an inlet at station 130 + 50, to pick up the drainage from the old "S" Curves.

The construction of the new curves with storm sewers elimated the roadside ditches. These ditches collected water from the adjacent property. With the ditches gone there was no place for the water to go. Heavy rains and wind showed us where the water was collecting. With this information we broke open the storm sewer at about station 127 + 40, right side. We also broke the Cities 12" line on Cascade Drive and extended pipes into the property for drainage. On the east end we dug a ditch along the R/W line to drain water east, then trenched across the driveway right of station 131 + 50 and placed 12" pipe to the open ditch.

The private drive at station 132 + 25 right side, had an open ditch to the east. With backing out, the property owner was backing very close to the edge of the ditch. This ditch was replaced with 12" culvert pipe and a catch basin.

Many other small details were found not to be workable, but were changed. One was the connection of type A curb to type C on the previous project. It is much harder to do these items with P.A.'s and E.W.O.'s, but only because they are hard to anticipate at the design stage.

The sidewalk at station 121 + 40 crosses over a pedestrian tunnel. The plans showed a narrow 2' sidewalk. The City requested we pour a slab over the 10' span and move the chain link fence. This was done on an extra work basis, giving a full width walk.

Some of the residents have indicated the noise from the highway has been cut due to the less noise from trucks breaking when entering the curve.

The City appears to be well pleased with the new construction. Changes have accounted for a portion of the 68 days of overrun contract time.

STATEMENT OF OVERRUNS AND UNDERRUNS

SECTION: "S" Curves (Woodburn)
HIGHWAY: Hillsboro-Silverton
COUNTY: Marion

CONTRACT #: 9290
PREFIX #: 124-1051
F.A.P. #: F-75(6)

Item	Contract Amount	Semi-Final Amount	%(+ or -)
Bid Items	239,819.80	211,011.23	-11.9%
Anticipated Items	2,750.00	2,250.00	-18.2%
Contingencies	10,915.64	3,025.35	-72.3%
Engineering	21,831.28	41,000.00	+87.8%
Liquidated Damages		- 10,200.00	
Total	237,449.86	247,086.58	+4.06%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

No.	Item	Contract Quantity	Final Quantity	%(+ or -)
6	Flagmen More Flagging was required for Stage Construction than anticipated causing this item to overrun.	280 Hr.	463.5 Hr.	+65.5%
11	Embankment in Place More Embankment was required than anticipated in original plans caused this item to overrun.	2345 Cu. Yd.	3354.4 Cu. Yd.	+43.0%
15	Treated Base Mixture This item underran because of salvage of the existing pavement at both ends of the project.	4900 Tons	3000.22 Tons	-38.8%
16	Cement in Treated Base This bid item underran because of saving of the existing pavement at both ends of the project.	270 Tons	129.27 Tons	-52.1%
17	Class "B" or "C" AC Because Pavement at both ends of project were saved, this item underran.	1900 Tons	1673.45Tons	-11.9%

9240

STATE COPY

TO BE COMPLETED BY FHWA 6-6	U.S. DEPARTMENT OF TRANSPORTATIO FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 5-27-81	STATE OREGON COUNTY MARION PROJECT NO. F-75(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

"S" Curves (Woodburn)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-8-81	0.273

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT $ 274,749.00	FEDERAL FUNDS $ 242,273.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burron
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAY 27 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Orgegon May 11, 1981

Federal Aid Project
No. F-75(6)

"S" Curves (Woodburn)
Hillsboro-Silverton Highway
Marion County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 120+80 to Sta. 134+43.11)

Mobilization		All Required	$ 3,905.00
Temporary Protection and Direction of Traffic		All Required	1,700.00
Temporary Signs	160 Sq. Ft.	6.00	960.00
Temporary Barricades	4 Each	75.00	300.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	475 Lin. Ft.	9.00	4,275.00
Flagmen	280 Hour	21.00	5,880.00
Clearing and Grubbing		All Required	11,200.00
Removal of Structures and Obstructions		All Required	1,100.00
Well Abandonment	1 Each	600.00	600.00
Ditch Excavation	70 Cu. Yd.	10.00	700.00
Embankment in Place	2,345 Cu. Yd.	5.00	11,725.00
Trench Excavation	590 Cu. Yd.	12.50	7,375.00
Finishing Roadbed and Slopes		All Required	4,000.00
Aggregate Base	100 Ton	10.00	1,000.00
Treated Base Mixture	4,900 Ton	12.00	58,800.00
Cement in Treated Base Mixture	270 Ton	90.00	24,300.00
Class "B" & Class "C" Asphalt Concrete	1,900 Ton	25.25	47,975.00
12-inch Culvert Pipe	24 Lin. Ft.	6.25	150.00
12-inch Sewer Pipe	1,050 Lin. Ft.	8.00	8,400.00
15-inch Sewer Pipe	270 Lin. Ft.	11.00	2,970.00
18-inch Sewer Pipe	440 Lin. Ft.	13.00	5,720.00
Concrete Manholes	1 Each	1,000.00	1,000.00
Concrete Inlets, Type B	1 Each	400.00	400.00
Concrete Inlets, Type CG-2	1 Each	400.00	400.00
Concrete Inlets, Type CG-3	10 Each	500.00	5,000.00
Concrete Inlets, Type G-2MA	1 Each	450.00	450.00
Guardrail, Type 1	25 Lin. Ft.	50.00	1,250.00
Rail End Pieces, Type B	2 Each	150.00	300.00

file

Oregon State Highway Division
Salem, Orgegon May 11, 1981

Federal Aid Project
No. F-75(6)

"S" Curves (Woodburn)
Hillsboro-Silverton Highway
Marion County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 120+80 to Sta. 134+43.11)

Mobilization			All Required	$ 3,905.00
Temporary Protection and Direction of Traffic			All Required	1,700.00
Temporary Signs	160	Sq. Ft.	6.00	960.00
Temporary Barricades	4	Each	75.00	300.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	475	Lin. Ft.	9.00	4,275.00
Flagmen	280	Hour	21.00	5,880.00
Clearing and Grubbing			All Required	11,200.00
Removal of Structures and Obstructions			All Required	1,100.00
Well Abandonment	1	Each	600.00	600.00
Ditch Excavation	70	Cu. Yd.	10.00	700.00
Embankment in Place	2,345	Cu. Yd.	5.00	11,725.00
Trench Excavation	590	Cu. Yd.	12.50	7,375.00
Finishing Roadbed and Slopes			All Required	4,000.00
Aggregate Base	100	Ton	10.00	1,000.00
Treated Base Mixture	4,900	Ton	12.00	58,800.00
Cement in Treated Base Mixture	270	Ton	90.00	24,300.00
Class "B" & Class "C" Asphalt Concrete	1,900	Ton	25.25	47,975.00
12-inch Culvert Pipe	24	Lin. Ft.	6.25	150.00
12-inch Sewer Pipe	1,050	Lin. Ft.	8.00	8,400.00
15-inch Sewer Pipe	270	Lin. Ft.	11.00	2,970.00
18-inch Sewer Pipe	440	Lin. Ft.	13.00	5,720.00
Concrete Manholes	1	Each	1,000.00	1,000.00
Concrete Inlets, Type B	1	Each	400.00	400.00
Concrete Inlets, Type CG-2	1	Each	400.00	400.00
Concrete Inlets, Type CG-3	10	Each	500.00	5,000.00
Concrete Inlets, Type G-2MA	1	Each	450.00	450.00
Guardrail, Type 1	25	Lin. Ft.	50.00	1,250.00
Rail End Pieces, Type B	2	Each	150.00	300.00

Concrete Walks	730 Sq. Yd.	14.25	10,402.50
Concrete Driveways	50 Sq. Yd.	16.75	837.50
Concrete Curbs	2,700 Lin. Ft.	5.00	13,500.00
Paved Culvert End Slopes	138 Sq. Ft.	4.10	565.80
Capping Inlets	1 Each	300.00	300.00
Removal of Existing Sign Installations		All Required	100.00
Wood Sign Posts		All Required	1,050.00
Type "C" and "D" Signs in Place	25 Sq. Ft.	16.00	400.00
Type "EE" Signs in Place	7 Sq. Ft.	17.00	119.00
Type "U" Signs in Place	20 Sq. Ft.	18.00	360.00
Move and Reinstall Existing Signs		All Required	350.00
			$239,819.80

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,000.00
Temporary Pavement Striping	All Required	750.00
Remove Pavment Striping	All Required	500.00
		$ 2,250.00

SUBTOTAL	$242,069.80
Engineering	32,679.20
TOTAL	$274,749.00

Length of Roadway ---------- 0.273 mi.
Cost of Roadway Per Mile ---$1,006,406.59

Work Retained in Program Status
(not included in amounts below)

Roadside Seeding and Mulching	All Required	$ 500.00

Federal Funds (88.18%)------$242,273.00
State Funds ---------------- 32,476.00
TOTAL $274,749.00

Group 1 97%; Group 8 3%
Contract No. 9290
Prefix 124-1482
Prefix 124-1051

9296

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: FILE

DATE: April 20, 1981

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 30, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 30, 1981 on the following projects:

1. Meacham Rock Production
   Umatilla and Union Counties
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Wallowa Lake Hwy @ Monroe Avenue (La Grande)
   Union County
   Traffic Signals

   Same as No. 1.

3. Beaverton-Tualatin Hwy @ S.W. Locust Street
   Washington County
   Traffic Signals

   Same as No. 1.

4. Powder River (Beaver Creek Road) Bridge
   Beaver Creek Road, Baker County
   Structure

   Twenty-eight-foot roadway on sturcture and approached. Aggregate surfacing on approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. Oswego Highway @ Cedaroak Drive and Hidden Springs Road
West Linn, Clackamas County
Traffic Signals

Six-foot bike lanes, right and left will be constructed on this project.

6. S. Bank Chetco River Rd. U'Xing @ Oregon Coast Highway
FAS A301, Curry County
Grading and Paving

Six-foot shoulders will be provided for bicycle and pedestrian traffic.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

7. Deschutes River (Twin Bridges Road) Bridge
Deschutes County
Structure

Thirty-two-foot roadway. Aggregate surfacing on approaches.

Same as No. 4.

8. Little Deschutes River (Masten Road) Bridge
Deschutes County
Structure

Thirty-two-foot roadway of which twenty-eight feet are paved.

Same as No. 6.

9. Redmond S.C.L.-Whittemore Road, N. Unit
The Dalles-California Highway, Deschutes County
Grading and Paving

Six-foot bike lanes, right and left, to be constructed on this project.

10. 28th Avenue-34th Avenue (Eugene)
    Hilyard Street, Lane County
    Grading, Paving and Appurtenances
    Sidewalks, Bikeway Sidewalks and Independent Bikeway and Bike Shelters to be constructed on this project.

11. "S" Curve (Woodburn)
    Hillsboro-Silverton Highway, Marion County
    Grading and Paving.

    Four-foot shoulders and a five-foot sidewalk ae available for bicycle and pedestrian traffic.

12. Willamette River (Marion Street) Bridge (Salem)
    Willamina-Salem Highway, Polk and Marion Counties
    Structure.

    A ten-foot independent bikeway will be constructed on this project.

13. N. Yamhill River (Oak Ridge Road) Bridge
    Yamhill County
    Structure.

    Twenty-eight-foot roadway on structure and approaches.

    Same as No. 6.

14. Lake-Harney County Line Rock Production
    Central Oregon Highway, Harney County
    Aggregate Crushing

    Same as No. 1.

HSC:RS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

1210

- 8 - 81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-75(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10112

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 16 '81
REFER TO [illegible]
FOR

Orig to:
4-16-81

7. DATE AUTHORIZATION EFFECTIVE 4-8-81

8. FEDERAL ROUTE NUMBER Primary 75

9. STATE ROUTE NUMBER Secondary 140

10. GENERAL LOCATION:
"S" Curves (Woodburn) Section

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping SF	$1,000
Temporary Pavement Striping SF	$ 750
Remove Temporary Striping SF	$ 500

13. REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's April 6, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $346,000, Federal funds $304,990.

A signed copy of the Title Sheet is returned herewith.

(Decrease TEC $46,000 - Federal funds $40,670)

14. DATE 4/8/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

9290 140

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Gary Potter

DATE: March 31, 1981

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: "S" Curves (Woodburn)
Hillsboro-Silverton Highway
Marion County

I recommend that no noise mitigation or barrier wall construction be considered for this small safety project.

There is a need to make a quick decision on the noise mitigation issue if we are to maintain the current contract schedule for this project.

1 Versteeg ✓
Anderson
3 Christensen NEM
2 Olson
Sullivan
Terpin
T.
Wakerlig

RECEIVED
APR 01 1981
ROAD DESIGN SECTION

Not File
rn To
Action

Gary and I met in your absence and said "No Mitigation". Ed

JHV:ab
Attachment

REFERRED TO
Beard ✓ Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
TECHNICAL SERVICES
APR 1 '81
REFER TO
FOR
Info Invest H/D D/R Sign Act File

Contains Recycled Materials
81-125-1387

SP*75683-125

7272.

140

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3 31/81 Donald L Rout

Jim

April 30, 1981 Bid Letting ______ All Clear Deadline

SECTION "S" Curves (Woodburn)
Highway Hillsboro-Silverton (140)
County Marion Region 2
Type of Work Lt Turn-Sig Funds FAI-X Comb
State ____ Consultant ____ Plans Avail. ___Yes ___No

Const Noise ✓

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	

9290 L.

March 20, 1981

City of Woodburn
City Hall
Woodburn, OR 97071

AGR

Attention: Barney O. Burris
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7456

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the "S" Curves (Woodburn) Section of the Hillsboro-Silverton Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

7270

Tony George, Enviornmental
Engineering Coordinator

March 17, 1981

ADOlson
A. D. Olson
Preliminary Design Engineer

Noise Wall Estimates
"S" Curves (Woodburn)
Hillsboro-Silverton Highway
Marion County

Wood walls, concrete walls constructed with concrete block or precase concrete panels and precast concrete shoulder walls were all considered for this project.

A concrete shoulder wall that includes a concrete safety barrier will cost from $236 per lineal foot for an 8-foot high wall to $253 per lineal foot for a 10-foot high wall.

A concrete wall constructed with concrete block or precast concrete panels will cost from $149 per lineal foot for an 8-foot high wall to $187 per lineal foot for a 10-foot high wall.

A wood wall will cost from $88 per lineal foot for an 8-foot high wall to $105 per lineal foot for a 10-foot high wall. A wood wall has a lower initial construction cost, however, a concrete wall requires a minimum of maintenance and has a useful life of 50 years plus. A wood wall is a high maintenance wall and has a maximum expected life of 20 years. This should be considered in any comparison of costs.

Wall No. 1: Constructing this wall as proposed would require approximately 5-feet of additional right of way. This wall would also have to be 8- to 10-feet high in order to break the line of sight. A safety barrier should be installed as this wall would be located approximately 13-feet from the edge of the travel lane.

Constructing an 8- to 10-foot high, 600-foot long concrete wall would cost approximately $125,000 compared to $80,000 for a wood wall. Wall costs include $8,000 for steel guardrail and $8,000 for additional right of way.

Another alternative would be to construct an 8-foot high concrete shoulder wall approximately 27-feet left of the construction centerline. This wall could be constructed within the existing right of way.

Constructing an 8-foot high, 555-foot long concrete shoulder wall between Stations 121+45 and 127+00 Lt. would cost approximately $145,000 averaging $261 per lineal foot.

Wall No. 2: A noise wall can not be constructed within the existing right of way. At station 132+50 Lt. the right of way line is approximately 25-feet left of the construction centerline. A wall in this area would need to be placed approximately 32-feet left of the construction centerline in order to provide adequate stopping sight distance. Constructing this wall would require between 5- and 10-feet of additional right of way. This wall would need to be 8- to 10-feet high in order to break the line of sight.

Constructing an 8- to 10-foot high, 610-foot long concrete wall as proposed would cost approximately $130,000 compared to $70,000 for a wood wall. Wall costs include $8,000 for steel guard rail and $8,000 for additional right of way.

There would be no apparent adverse impact to the road design by constructing these walls as indicated..

This would be a Type 1-B project.

ADO:ab

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

DATE: March 11, 1981

TO: J. H. Versteeg
Engineering

ORIGINAL SIGNED BY
ANTHONY J. GEORGE JR.

FROM: Anthony J. George, Engineering Coordinator
Environmental Section

SUBJECT: Final Noise Study Report
"S" Curves, Woodburn
Hillsboro-Silverton Highway
Marion County

Please evaluate engineering feasibility and costs for a noise barrier wall on the north side of the proposed alignment as follows:

	Location	Size
Wall No. 1	Station 121+45 to Station 127+00	600' Length 8' Height
Wall No. 2	Station 130+67 to Station 136+65	610' Lenth 8' Height

See sketch attached. Easements or right-of-way will be required.

Please furnish costs for wood walls, masonry walls and commercial precast walls as alternates.

The project is scheduled for clearance this month, hence the estimates are needed as soon as possible. For additional information please contact Lee Doss or myself.

AJG:LD:ct

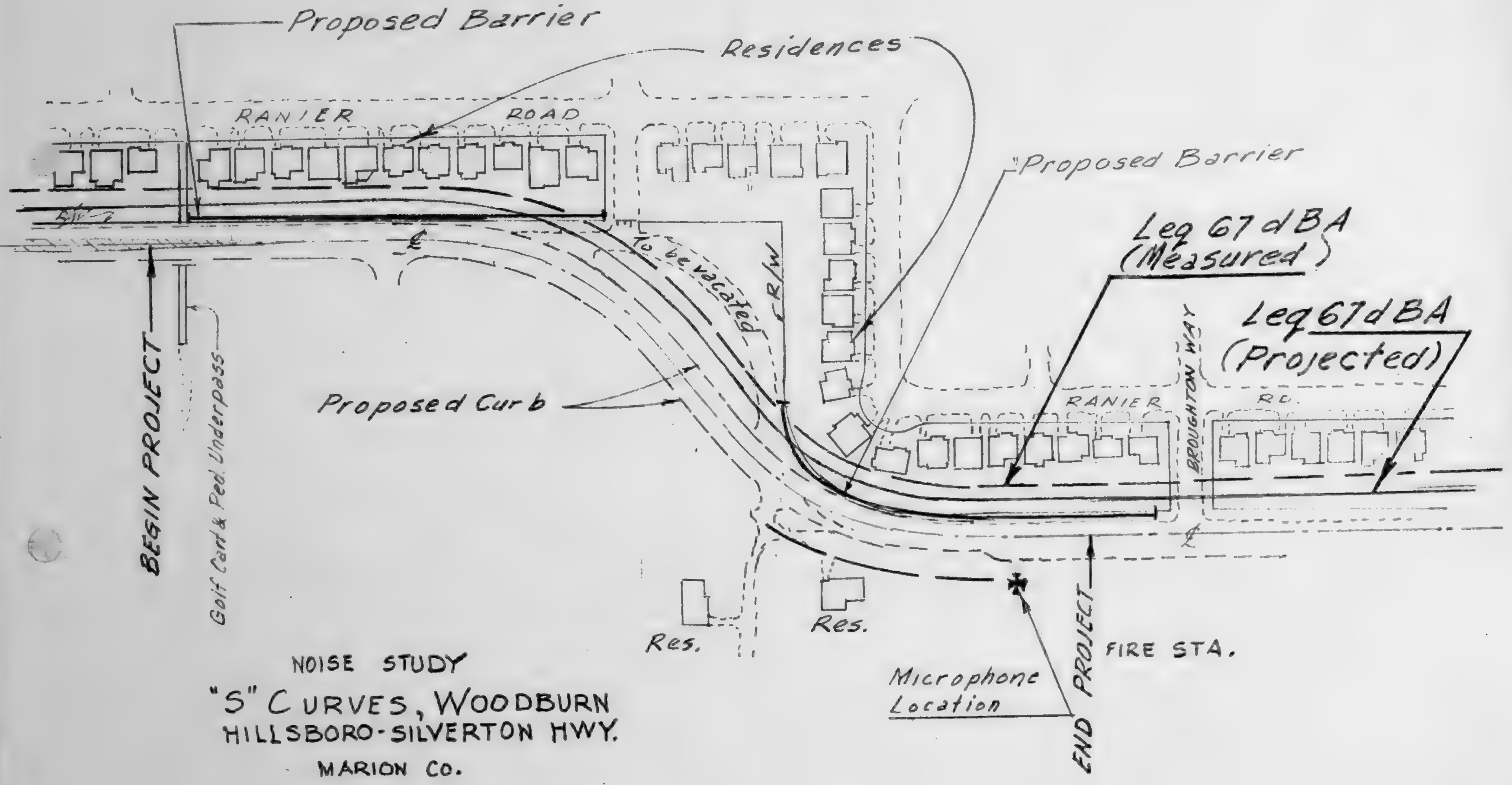
Attachments

cc: A. D. Olson w/attach

RECEIVED
MAR 11 1981
ROAD DESIGN
SECTION

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

☐
Do Not File
Return To
Bring Up /
Action


Proposed Barrier
Residences
RANIER ROAD
Proposed Barrier
Leq 67 dBA (Measured)
Leq 67 dBA (Projected)
To be vacated
R/W
BEGIN PROJECT
Golf Cart & Ped. Underpass
Proposed Curb
RANIER RD.
BROUGHTON WAY
Res.
Res.
Microphone Location
END PROJECT
FIRE STA.

NOISE STUDY
"S" CURVES, WOODBURN
HILLSBORO-SILVERTON HWY.
MARION CO.

9270

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16-1

140

TO: MEMO TO THE FILES

DATE: March 9, 1981

FROM: Denis C. Miller

Denis C. Miller

SUBJECT: "S" Curve (Woodburn)
Hillsboro-Silverton Highway
Marion County
Prefix 124-1482-905

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 09 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Met with Loren Weber, Pete Fidler, Jim Dixon, Chuck Pietrock (all of Region II) and Frank Tiwari and an Engineer Technician from Woodburn on Friday, March 6. We met to discuss the project changes Frank has requested:

1. Construct driveway (24 feet wide) 20± feet west of west line fire station.
2. Eliminate retaining wall at Stations 133+00 to 134+14.
3. Construct sidewalk along north side for entire length of project.
4. Extend sidewalk along south side from Cascade to the west end of project.
5. Extend storm sewer from east end of project to Boones Ferry Road.

REFERRED TO
Beard 1 Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Frank hopes to keep project on April letting.

We agreed to eliminate wall and include driveway in plans.

We agreed to provide as much sidewalk as we can fund in the project.

We said that we probably will not put sidewalk over golf cart underpass due to funding and late date.

We said that the storm sewer extension would exceed available funding so we think it should be undertaken as a separate contract.

Frank assured us that the City will negotiate and provide all the additional right-of-way that these changes will require. He further said that he will provide signed rights of access to us next week.

DCM:ja

cc Frank Tiwari, City of Woodburn
Loren Weber
Jim Dixon
Chuck Pietrock

9210 L

CITY OF WOODBURN

270 Montgomery Street * Woodburn, Oregon 97071 * 981-7111

March 3, 1981

Mr. Phillip O. Stearns
Region II Federal Aid Engineer
2960 E. State Street
Salem, Oregon 97310

Re: Project 81-7-863 City
No. 7456 Highway

Dear Phil:

Please find enclosed three signed copies of Construction Agreement No. 7456 between the State Highway Division and the City of Woodburn. Our City's Mayor, E. Walter Lawson and recorder, Barney Burris signed March 2, 1981. Also please find enclosed a certified copy of the City Council's approval of the Construction Agreement presented at their meeting February 23, 1981 via Resolution No. 707.

Sincerely,

G S Tiwari

G. S. (Frank) Tiwari, P.E.
Public Works Director

JN/GST/dlm
CC: City Administrator
File

Enclosures

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
[illegible] 0 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9290

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-12-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-75(6)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Marion

3. FROM:
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10112

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 2/12/81

8. FEDERAL ROUTE NUMBER: Primary 75

9. STATE ROUTE NUMBER: Secondary 140

10. GENERAL LOCATION:

"S" Curves (Woodburn) Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain, and high type pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/11/81 you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a TEC of $392,000 F.F. $345,660.

RECEIVED
STATE HWY ENGR
FEB 23 '81
REFER TO Moehring
FOR

2-19-

14. DATE: 2/12/81

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

16. TITLE: for Acting Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO 6-2

February 11, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 10112
Project No. F-75(6)
"S" Curves (Woodburn) Section
Marion County

Attached data consists of PR-1 forms with project maps.

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $392,000 with an obligation of $345,660 in Federal funds.

DRH:bkc
Attachments

cc: C.O. Fredrickson (Region 2)
General Files

Form 734-3122

9290.

2.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H.S. COULTER

APPLICANT: OR DOT-HWY DIV

PROJECT TITLE: "S" Curves (Woodburn)

DATE: 2/3/81

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
FEB 9 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

☒ XX No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment .
cc: G.L. Green
H.S. Coulter
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(2)Engr: C. Fredrickson
Dis.(3)Engr: R.A. Kuehn

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8101 2 010

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIEVD
JAN 7 1981
INTERGOVERNMENTAL [illegible]

JAN [illegible] 1981
PUBLIC AFFAIRS [illegible]

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 8101 2 010 Due Date: JAN 30 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

The Department Recommends that a noise barrier be Constructed along the road way to protect residential Property.

Agency DEQ By Norm Jette 1-21-81

9270

AGR

2.

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Asst. State Highway Engineer

DATE: January 23, 1981

FROM: D. E. Swan D E Swan
Operation Programming Engineer

NOTED
E. S. HUNTER

SUBJECT: Construction Agreement Draft
"S" Curves (Woodburn) Section
Hillsboro-Silverton Highway, No. 140
City of Woodburn

Attached for your consideration is an agreement draft covering construction and maintenance of the "S" Curves Section in Woodburn.

This project is currently scheduled for contract at the April 30, 1981 bid opening with a planning estimate of $400,000, using Federal Aid funds.

Please study the contents of the agreement draft and, if you approve, forward it to the Design Section for their review, comment and return to this office for preparation in final form.

MCH:pf
Attachment

[illegible] City [illegible], [illegible] to State? See notes in [illegible].
DUf

2-4-81
City will deed R/W to state prior to constr.
DUf

RECEIVED
TECHNICAL SERVICES
JAN 2 3 '81
REFER TO
FOR
Info Inves R/D [illegible] Sign Act

1 Versteeg
Anderson
2 Christensen DO
Olson
Sullivan
Terpin
Trees
Wakeling

RECEIVED
JAN 2 8 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

REFERRED TO
Beard
Stoudenmeyer DUf
Cole
Mann
Eriksen
Watson
Hager
Dorn
Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Contains Recycled Materials
81-125-1387

SP*75683-125

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:
PRO 6-5

December 30, 1980

TO: Executive Department
Federal Aid Coordination Unit

Mid-Willamette Valley Council of
Governments
ATTN Clearinghouse Coordinator
400 Senator Bldg.
220 High St. NE
Salem, Oregon 97301

D E Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: "S" Curves (Woodburn)
Highway: Hillsboro-Silverton OR-214
County: Marion

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be January 30, 1980.

BLG:bke
Attachments
cc: G.L. Green, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter
W.J. Hart
Reg. 2 Engr.: C.O. Fredrickson
Dis. 3 Engr.: R.A. Kuehn
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
DEC 31 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 "S" Curves (Woodburn)			
11	12] PROJECT LOCATION—CITY Hillsboro-Silverton OR-214	PROJECT LOCATION—COUNTY Marion	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The proposed project is to improve the alignment of a segment of highway [71

06 12] containing two short radius reversing curves and to extend a continuous [71

07 12] left turn median that lies between the existing curves and the interchange [71

08 12] at the intersection of Pacific Highway I-5 and the Hillsboro-Silverton [71

09 12] Highway. [71

10 12]

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	341,000	------	46,000	-------	--------	387,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☐ 27 · DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: Dec. 30, 1980

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	Jan.	30	1981

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Dec. 30, 1980

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

F-75(-)

A. Project Identification:

Date November 26, 1980

Section "S" Curves (Woodburn)

City Woodburn Hwy. No. 140

Highway Hillsboro-Silverton

Begin M.P. 37.2 Length 0.3

County Marion

Program Estimate $387,000

Region 2

Funding Source FA

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The proposed project is to improve the alighment of a segment of highway containing two short radius reversing curves and to extend a continuous left turn median that lies between the existing curves and the interchange at the intersection of Pacific Highway I-5 and the Hillsboro-Silverton Highway. Only one build alternative is being considered, using right-of-way previously purchased by the City of Woodburn.

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☒ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

The project is basically a safety-traffic operations improvement. It can be constructed without major disturbance or impact. It is compatible with the comprehensive plan, which calls for five lanes through this section.

D. Descriptions:

Descriptions	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2 plus turning base
Median (Yes/No)	No	Yes
Shoulders (Yes/No, Paved, Gravel)	paved	paved
Average Daily Traffic (Volume/Year)	9,200 (1978)	17,500 (2,000)
Alignment (New, Combined, Existing)		combined
Speeds (Posted/Estimated)	30 posted	30 posted

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0
Estimated Number of Parcels	0
Residential Relocation (No.)	0
Business Relocation (No.)	0

The right-of-way was acquired by the City of Woodburn approximately 18 months ago for this project.

2. Estimated Impact on Land Use:

Extension of the left turn lane would improve access to a limited area. Some commercial and/or residential development may be encouraged. This would be compatible with the Woodburn proposed comprehensive land use plan which proposes widening the Hillsboro-Silverton Highway in this area.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Traffic flow and safety will be improved. No significant changes in traffic volumes or patterns are anticipated as a result of the highway improvement.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None involved.

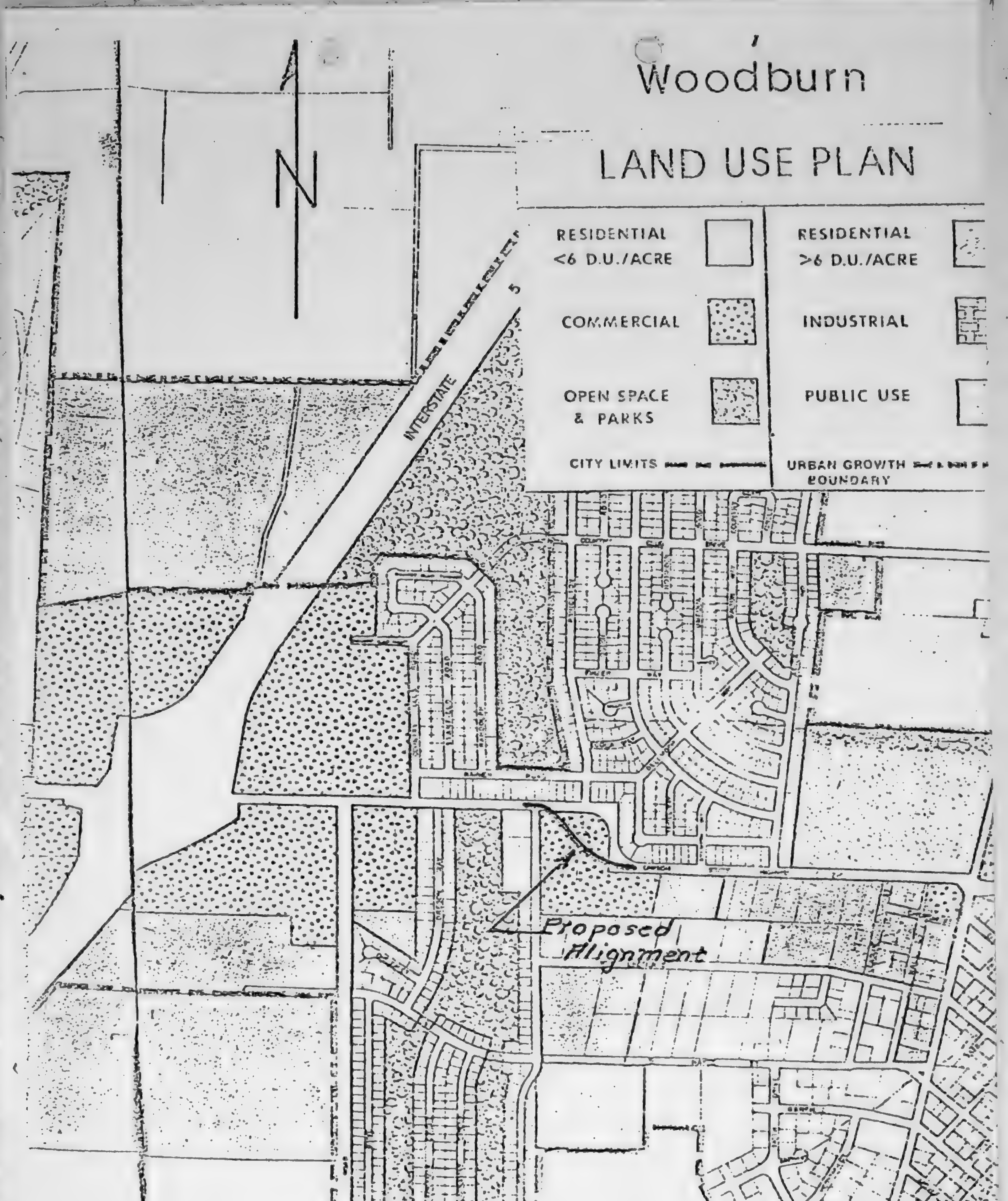
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

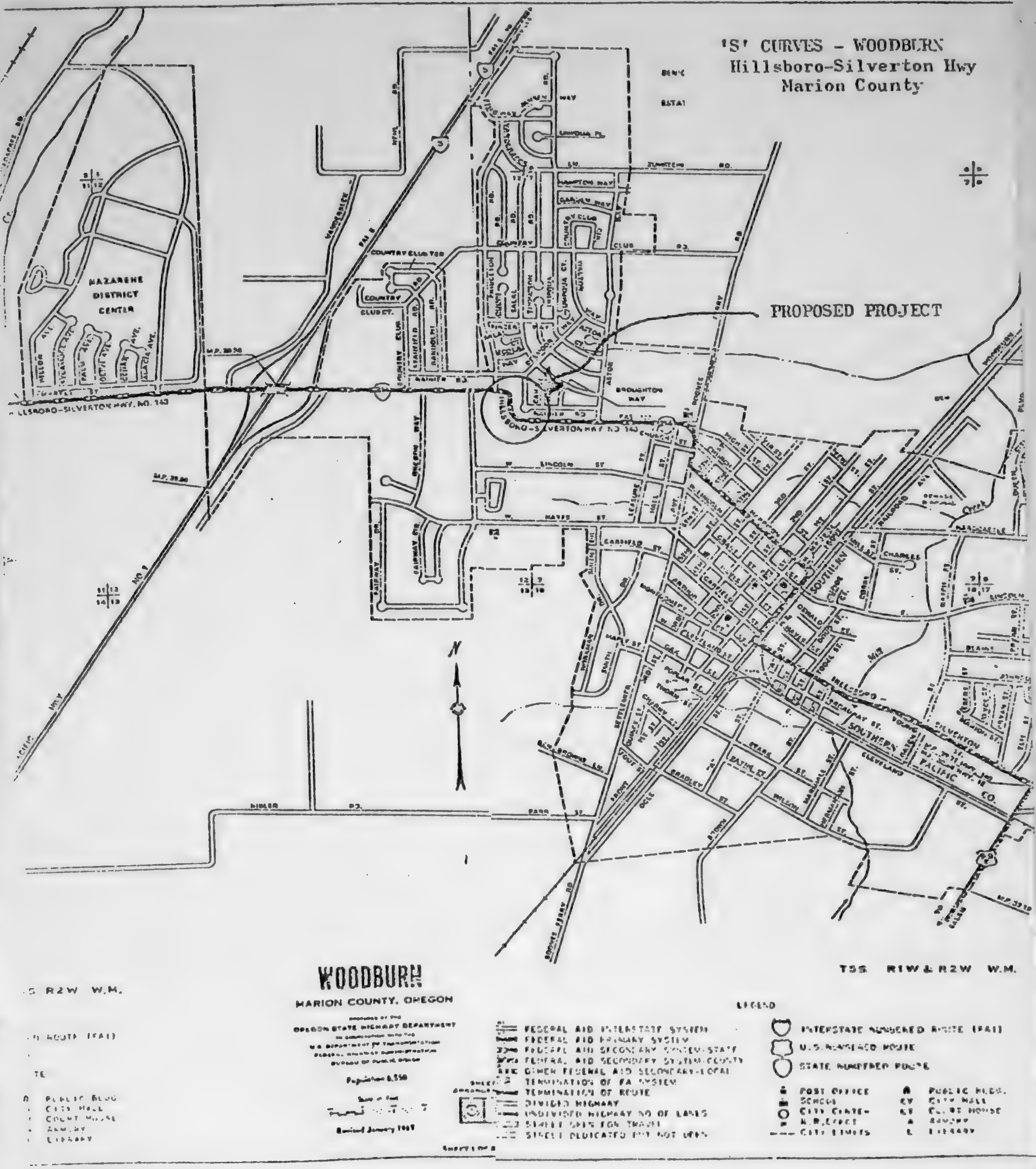
None identified. However, a cultural resource survey is recommended.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

Name of Preparer and Phone Number: Eddie Welsh (378-2626)


Woodburn
LAND USE PLAN
N
RESIDENTIAL <6 D.U./ACRE
RESIDENTIAL >6 D.U./ACRE
COMMERCIAL
INDUSTRIAL
OPEN SPACE & PARKS
PUBLIC USE
CITY LIMITS
URBAN GROWTH BOUNDARY
INTERSTATE 5
Proposed Alignment



'S' CURVES - WOODBURN
Hillsboro-Silverton Hwy
Marion County

PROPOSED PROJECT

NAZARENE DISTRICT CENTER
HILLSBORO-SILVERTON HWY. NO. 143
COUNTRY CLUB
LINCOLN ST.
HAYES ST.
GARFIELD ST.
CLEVELAND ST.
SOUTHERN PACIFIC CO.
BROUGHTON WAY
SETTLEMIER
HIMLER RD.
N
T5S R1W & R2W W.M.
WOODBURN
MARION COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
Population 8,550
Revised January 1969
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CITY HALL
COURT HOUSE
ARMORY
LIBRARY
SHEET 1 OF 2

4290 Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Project Category Request
Oregon Project F-75(-)
Hillsboro-Silverton Highway
Marion County

Date: December 19, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

NOTED
E. S. HUNTER

The subject project category request submitted with your November 26, 1980, letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer

G. L. Green

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Reg II, Env)

RECEIVED
TECHNICAL SERVICES
DEC 24 '80
REFER TO
FO

Info	Inves	R/D	[illegible]	[illegible]	Act	File

9290

STATE OF OREGON

INTEROFFICE MEMO

L.

MAT

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: December 12, 1980

FROM: J. H. Versteeg
Road Design Engineer

NOTED
H. S. COULTER

SUBJECT: "Chem-Crete"
Experimental Paving Project
1981 Construction

RECEIVED
STATE HWY ENGR
DEC 17 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

The "S" Curves project in Woodburn on the Hillsboro-Silverton Highway has been tentatively selected as an experimental "Chem-Crete" paving project. This is a $400,000 FA project currently on the contracting schedule for an April 30, 1981, bid opening.

This project involves an estimated 1,600 tons of asphaltic concrete and 100 tons of liquid asphalt. No reduction in surfacing depth is recommended for this project although claims are made that "Chem-Crete" asphaltic concrete is more durable and stronger in bending than regular asphaltic concrete overlays.

The use of "Chem-Crete" on this project was discussed with Jim Wilson and Glenn Hossner, and they see no problems with the proposed experimental project.

JHV:ab
cc: C. T. Keasey
Jim Wilson
Glenn Hossner, FHWA
C. O. Fredrickson
Jack Sullivan

K
RECEIVED
DEC 15 1980
CONSTRUCTION
BRANCH
1 Keasey
Jackmond
2 Hopkins
Williams
Johnson
3 Glenn
Richards
Berg
Inloes
Widmer
Osbeuer
Church

12-16-80
Copy to H.S. Coulter
(F.Y.I.)

ntains
ycled
terials
125-1387

9270

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

9-5-80

140

DATE 5/6/80

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: 'S' Curves - Woodburn

HIGHWAY NAME Hillsboro-Silverton	HIGHWAY NUMBER 140

REGION 2	ADMINISTRATIVE DISTRICT 3	COUNTY Marion	CITY Woodburn

LENGTH 0.3	MILEPOST NUMBER 37.2 TO 37.5	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

The westerly end of project is the easterly end of the existing 3-lane, curbed section, mile point 37.2. The easterly end of the project is the tangent at the east of the existing 'S'-curve configuration, mile point 37.5. The length of the project is 0.3 miles.

The purpose of this survey was to extend the 3-lane configuration through the 'S' curves on property bought by the city of Woodburn. The survey has been done under another prefix and name, I-5 Interchange-Boones Ferry Road. This paper work will furnish a proper prefix.

1 ✓
2 Don
3 [illegible]
4 [illegible]

RECEIVED
AUG 11 1980
ROAD DESIGN SECTION
Date Filed
Ref. To
[illegible]
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1978 - 9,200	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS ☐ LIGHT ☒ MEDIUM ☐ HEAVY

REFERRED TO
Beard
Stoudenmeyer
Cole ✓
Mann
Eriksen
Watson W
Hager
Dorn
Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

APPROVED
Frank E. [illegible]
Location Engineer
Date 8/5/80

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - (12)	2 - (12)
SHOULDERS	2 - (4+)	2 - (4)
MEDIANS		1 - (14)
PARKING LANES		0
SIDEWALKS		0
BIKEWAYS		Shoulder Bikeway
INTERCHANGES		0
OTHER:		0

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☐	☒
Drainage	☒	☐	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☒	☐	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____	☐	☐	☒	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☒	☐	☐

Type Power, telephone

4 - WORK ITEMS

		TO BE PERFORMED BY		
		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☐	☒	☐
RIGHT–OF–WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

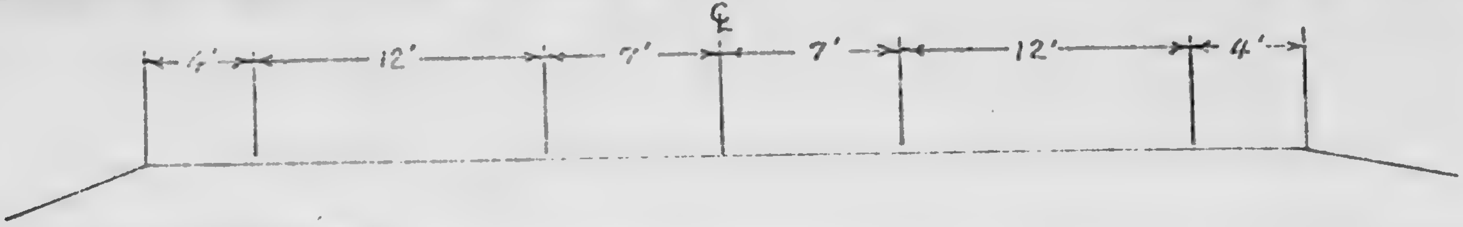
5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	Done
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3
RECOMMENDED CONSTRUCTION DATE	1981 (Region)	FIQ'82 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A/C pavement - final	1½"	
wearing	2"	2"
Base - P.M.B.B.	14"	

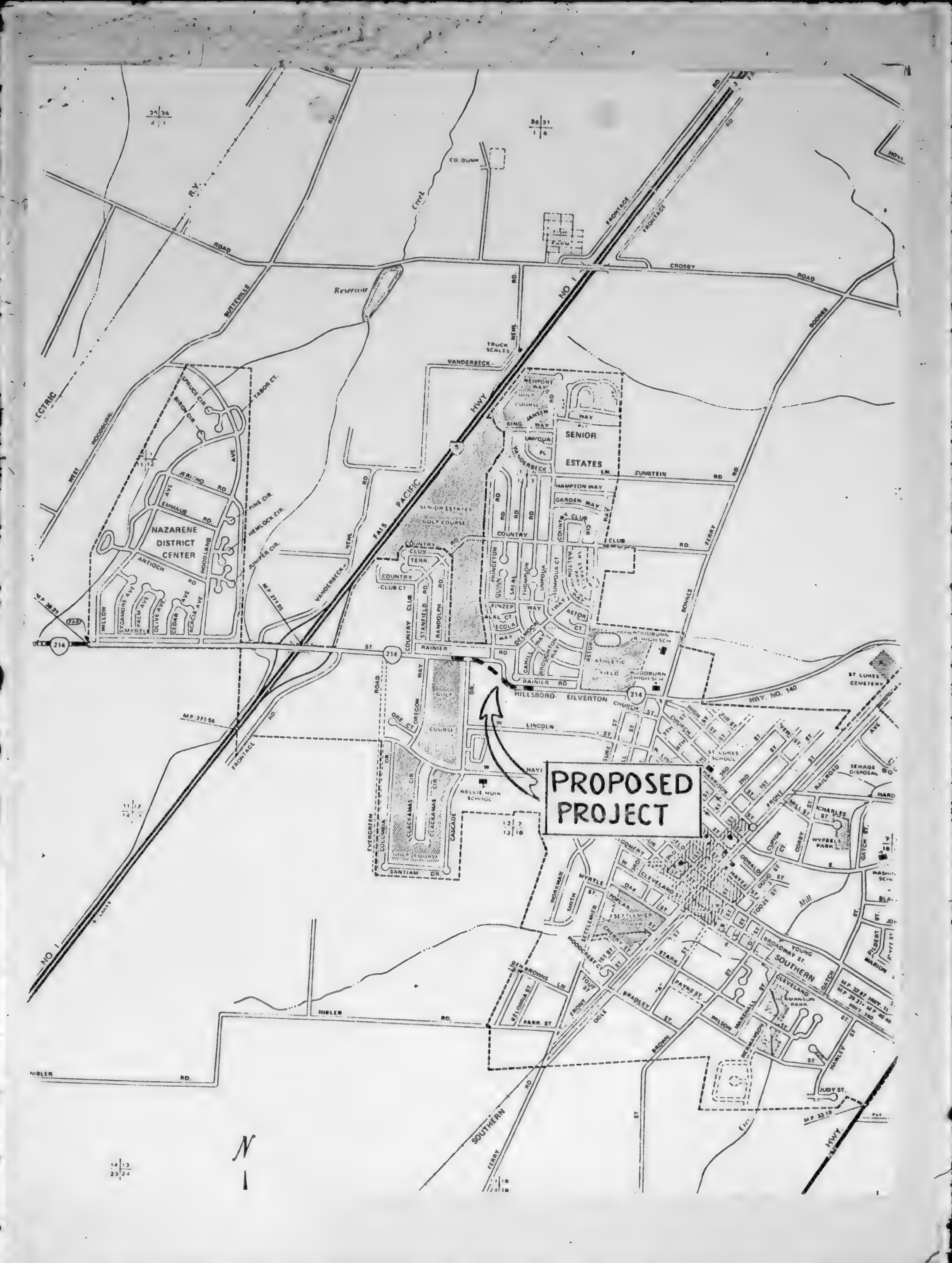
7 - TYPICAL SECTION AND LOCATION



8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	9,550	17,200
RIGHT OF WAY		
TRAFFIC CONTROL		2,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	270,000	270,000
OTHER		
ENGINEERING & CONTINGENCIES 20%	54,000	54,000
PROJECT TOTAL		343,200

SUBMITTED BY

PROPOSED PROJECT
CROSBY ROAD
ROAD
BUTTEVILLE
WEST WOODBURN
ELECTRIC
R.Y.
CO DUMP
FISH FARM
FRONTAGE
NO 1
HWY 5
PACIFIC
VANDERBECK
TRUCK SCALES
HEMI RD.
BOONES FERRY RD.
ZUMSTEIN RD.
CLUB RD.
NEWPORT WAY
GOLF COURSE
JANSEN
KING WAY
UMPQUA
SENIOR ESTATES
SENIOR ESTATES GOLF COURSE
HAMPTON WAY
GARDEN WAY
COUNTRY CLUB
PRINCETON
THOMPSON
FINZER WAY
ASTOR CT
NAZARENE DISTRICT CENTER
JERICHO RD
EMMAUS RD
ANTIOCH RD
TABOR CT.
SPRUCE CIR
BIRCH CIR
PINE CIR.
HEMLOCK CIR.
JUNIPER CIR.
WILLOW
SYCAMORE AVE
PALM AVE
OLIVE AVE
CEDAR AVE
ACACIA AVE
MYRTLE
214
RAINIER RD
HILLSBORO SILVERTON
WOODBURN HIGH SCH
ATHLETIC FIELD
HWY. NO. 140
ST LUKES CEMETERY
LINCOLN
OREGON WAY
STANFIELD RD.
RANDOLPH
COUNTRY CLUB WAY
NELLIE MUIR SCHOOL
CLACKAMAS CIR
COLUMBIA
EVERGREEN
CASCADE
SANTIAM DR
GOLF COURSE
MP 271.56
FRONTAGE RD.
ST LUKES SCHOOL
SEWAGE DISPOSAL
RAILROAD
CLEVELAND ST
YOUNG
SOUTHERN
MYRTLE
OAK
BEN BROWNS LN
FRONT
BRADLEY
WILSON
STARK
NIBLER RD.
NIBLER RD.
SOUTHERN PACIFIC RD
FERRY
JUDY ST.
HWY
N

1859

STATE OF OREG[illegible]
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTERO[illegible]CE MEMO

TO: F I L E S

DATE: July 20, 1979

George C. Wills

FROM: George C. Wills
Field Location Engineer

SUBJECT: Woodburn "S" Curves
Hillsboro-Silverton Highway
Marion County
No Survey Prefix

Subject survey has been received at the Location Office. Since it is not on an approved program, the project will be retained in our file unless otherwise directed.

If it is placed on a program in the future, it would be eligible for funding with State or Local Funding. Some difficulty might be encountered in securing Federal Aid Funding due to the two-lane design proposed and current traffic of 9,200 ADT. The highway is classified as a Federal Aid Primary and is eligible for Federal Aid Primary. It could be eligible for funds made available through the agreement between the Transportation Commission and Portland MSD.

Estimate of cost is $270,000. If curb, sidewalk and storm sewer are constructed, the estimate increases by $95,000 to a cost of $365,000.

GCW:ge

cc: H. S. Coulter
E. S. Hunter
D. H. Moehring
J. H. Versteeg
C. O. Fredrickson

RECEIVED
STATE HWY ENGR
JUL 20 '79
REFER TO
R
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						X

125-1387

9270

2

March 28, 1979

Mr. Gen Lewis, President
Woodburn Chamber of Commerce
230 West Hayes Street
Post Office Box 194
Woodburn, Oregon 97071

Dear Mr. Lewis:

The problem at the "S" curve on Highway 214 is one which the City of Woodburn and the State Department of Transportation have been concerned with for quite a number of years.

We appreciate the cooperation of the City of Woodburn in obtaining the right-of-way for the realignment of this section of highway. Unfortunately, no money is available in our current budget for the work which is required to make this improvement.

Many projects of this type could have been financed had we been successful in obtaining additional revenue from the gas tax measures and the registration fee increase which were overwhelmingly turned down by the Oregon voter. We are hoping that some measures may be taken by the Legislature to help us out financially and make it possible to finance this type of improvement in the very near future.

We agree with the City of Woodburn that this is an important project and sincerely hope that it will be possible to make some progress in this improvement in the near future.

Sincerely,

F. B. Klaboe
Director of Transportation

COF:gl fn

WA
CofC

WOODBURN AREA CHAMBER OF COMMERCE

3/19/79

Fred Klaboe
Department of Transportation
Salem, Oregon 97310

Gentlemen:

The Woodburn Chamber of Commerce wishes to join forces in emphasizing a transportation bottleneck within the city of Woodburn, on State Highway 214 at Princeton Road. This problem has been identified for many years, but has been set aside for one reason or another, the last one being the cost of purchasing the land necessary to eliminate the "S" curve. Due to efforts of the city of Woodburn the property required for the realignment has been made available to the State of Oregon at no cost.

It is clear that the city recognizes the seriousness of the present situation and the safety hazard that this condition creates. It is equally clear that the approach to the city's business and industrial centers from I-5 is certainly not the most convenient.

We strongly urge the Department of Transportation to "dust off" the plans for this project and correct a hazardous condition that will continue to increase.

Sincerely, Gen Lewis

Gen Lewis, President
Woodburn Chamber of Commerce

cc: City of Woodburn

RECEIVED
DOT DIRECTOR
MAR 28 '79
REFER TO
FOR
Info | Inve | R/D | D/R | Sign | Act | File

230 W. Hayes St. • P.O. Box 194 • WOODBURN, OREGON 97071 • Phone 503/982-8221

9240

L.

FORM 81-734-3030

20-79

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
~~February 1,~~ 1979
Salem, Oregon

FILE:

NOTED
H. S. COULTER

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

SUBJECT: "S" Curve
Hillsboro-Silverton Highway
City of Woodburn

REGION 2 ENGINEER
RECEIVED
FEB 6 1979
☐ FILE ☐ RDE
☐ RE ☑ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

On January 16, 1979, I responded to a letter from Max L. Pope, City Administrator for the City of Woodburn, discussing the "S" curve problem and at the same time, resubmitted our project request for the construction of a corrective solution to this problem. At that time, you requested that we estimate what it would cost to downscope the project and provide a facility that would improve the situation at this location.

My Location Engineer has reviewed the existing location and has provided an estimate for constructing two 12' travel lanes, a 14' median, and 4' shoulders on the alignment that has been adopted by the City of Woodburn and for which they have obtained the right of way. His estimate indicates that a downscope project of this kind could be constructed for $132,373. A copy of this estimate is attached for your review.

The estimate as prepared, was taken from an existing location which was staked and cross sectioned from a different alignment. It would, therefore, be advisable to restake this project in the field before we can provide an estimate that we feel would be totally accurate. I do, however, believe that the construction of this facility on these standards could be performed at near the estimated cost. Please advise this office if you feel any additional work on this project is necessary at this time.

COF/gl
attachment
cc: Richard Nelson

RECEIVED
STATE HWY ENGR
FEB 5 '79
REFER TO
Fredrickson
FOR
Info | Inves | R-D | D-R | Sign | Act | File

Does this estimate [illegible] [illegible] [illegible] [illegible] [illegible] $232,000 [illegible] [illegible]

3/20

Notify
to

REFER TO
Woodburn
BY STATE HWY. ENGR.

Perhaps include in one of the added program lists
HSC

S. Cooper
[illegible]
2 - 7-77

The $132,000 estimate covers the same section as the $422,000 estimate; the difference is as follows:

$132,000 est.	$422,000 est.
2 12' Travel Lanes a 14' Median 2 4' Shoulders	4 12' Travel Lanes a 16' Median 2 8' Shoulders
No Sidewalks	1,335 sq. yds. walks
No Storm Sewers	1,000' Sewer Pipe
No Man Holes	4 Man holes
No inlets	8 inlets
No Curbs	2,400 L.F. Curbs
No Mobilization	8 % Mob.

Surfacing depth the same for both estimates

P.E.

cc H.S. COULTER SENT 2-7-74
F

OREGON STATE HIGHWAY DIVISION sheet ______ of ______

SUMMARY--BID SCHEDULE--COST ESTIMATE Date ______

Section: ESS Curves, Prop. A County Marion

Kind of Work Grading & Paving Length 1220' Prefix ______

Item NO.		Spec. NO.	UNIT	QUANT.	UNIT COST	TOTAL
1	Temporary Protection & Direction of Traffic	111	L.S.	All	3%	3,213
2	Temporary Signs	111	Sq Ft.	136	6.50	884
3	Flagmen	111	Hr.	200	20	4,000
4	Clearing & Grubbing	201	L.S.	All		1000
5	Removal of Structures & Obstructions	202	L.S.	All		8,500
6	General Excavation	203	C.Y.	2129	7.50	15968
7	Obliteration of Old Rdwy	224	Sq. Yd	400	1	400
8	Watering	233	M.-Gal	6	10	60
9	Aggregate Shoulder	304	Cu. Yd.	234	7	1645
10	P.M.B.B.	401	Ton	3,485	16	55,760
11	Cl. 'B' Asphalt Core Mix	403	Ton	523	22	11,506
12	Asphalt Cement In Mix	403	Ton	34	100	3,400
13	Asphalt Tack Coat	407	Ton	1	150	150
14	Extend 154"×100" Arch Pipe 754/16	522	Lin Ft	15	255	3,825
						110,311
	Engineering & Contingencies	20%				22,062
				Total		132,373

9390

GENERAL FILES

L

February 22, 1979

Mr. William Jensen, President
Senior Estates Golf & Country Club
1776 Country Club Road
Woodburn, Oregon 97071

Dear Mr. Jensen:

The problem at the "S" curve on Highway 214 is one which the City of Woodburn and the State Department of Transportation have been concerned with for quite a number of years. We appreciate the cooperation of the City of Woodburn in obtaining the right-of-way for the realignment of this section of highway. Unfortunately, no money is available in our current budget for the work which is required to make this improvement.

Many projects of this type could have been financed had we been successful in obtaining additional revenue from the gas tax measures and the registration fee increase which were overwhelmingly turned down by the Oregon voter. We are hoping that some measures may be taken by the Legislature to help us out financially and make it possible to finance this type of improvement in the very near future.

We agree with the City of Woodburn that this is an important project and sincerely hope that it will be possible to make some progress in this improvement in the near future.

Sincerely,

F. B. Klaboe
Director of Transportation

cc Senator Tony Meeker

COF:gl fn
bc H. S. Coulter
E. S. Hunter
C. O. Fredrickson
J. H. Versteeg
D. H. Moehring
R. L. Schroeder
Bob Hamilton
George Bell

Senior Estates
GOLF AND COUNTRY CLUB
1776 Country Club Road
Woodburn, Oregon 97071 Phone 982-1776

February 9, 1979

Director
Department of Transportation
State of Oregon
Salem, Oregon 97310

Dear Sir:

The Board of Directors of Senior Estates Golf and Country Club, Inc., a corporation, representing 2500 senior citizens residing in the City of Woodburn, advises the Department of Transportation of their deep concern for the safety of their corporate members and the traveling public at the sharp double curve located within their neighborhood on State Highway 214 in Woodburn near Cascade Drive.

The Five-Year-Plan, priorities, and real estate difficulties have been explained and complained about many times to this community. But the list of accidents, both reported and unreported, has continued to mount. The prospects for the future are increasingly dismal. A recent fatality, involving two of our members, has motivated the Board to register this strong reaction.

It is our belief that positive and early action should reward the diligent efforts of the City Council, City Planning Commission, and the property owner who has dedicated the property required for the realignment of the highway!

Respectfully,

SENIOR ESTATES GOLF AND COUNTRY CLUB

William Jensen
William Jensen, President

SL:11

Copies to: Chairman, Trans. Com.
Dir., Oregon State Highway Dept.
Dir., Oregon State Highway Safety
Dir., Public Works, City of Woodburn

RECEIVED
STATE HWY ENGR
FEB 15 '79
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sgn	Act	File
		✓				

RECEIVED
DOT DIRECTOR
FEB 15 '79
REFER TO Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

424 L.

bc H. S. Coulter
E. S. Hunter
D. H. Moehring
J. H. Versteeg
Frank Terpin
L. E. George
C. O. Fredrickson

Vic Atiyeh

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 30, 1979

Mr. James E. Ficken
215 N. Third Street
Woodburn, OR 97071

Dear Mr. Ficken:

You recently wrote outlining the need to improve the "S" curve on Highway 214 in Woodburn. Several other parties have been calling this to my attention, including the City of Woodburn and the Woodburn Chamber of Commerce.

We have completed the preliminary engineering and the City has acquired the right-of-way for the project. All that remains is to obtain financing for the actual construction.

All of the funds available to us for highway improvement are obligated by the Six-Year Highway Improvement Program. This project is not on the current program. The program is, however, due for a review and a series of public hearings toward the end of 1979. At these hearings, we will be requesting the public to give us suggested projects to add to the program for Fiscal Years 1985 and 1986. The list of projects obtained by this method will be extensive and far exceed the funds that will be available.

Since there is considerable public, City and County agency interest in adding this project to the program, I am sure it will be considered in any revision. However, you must understand that it will have to compete with all other suggested projects for the small amount of funds available.

Very truly yours,

F. B. Klaboe
Director of Transportation

dn

ESH:ja

JAMES E. FICKEN

January 18, 1979

RECEIVED
DOT ~~OPERATIONS~~ Director
JAN 1 '79
REFER TO
Hunter
✓

Mr. Fred Klaboe
Director
State Department of Transportation
Highway Division
Salem, Oregon

Dear Mr. Klaboe:

As a Woodburn homeowner and an Oregon taxpayer I urge you to take action now to improve the S-curve on Highway 214 in Woodburn.

This stretch of road is the most treacherous of any I've seen in more than 30 years of driving. Not only are the lanes so narrow that it's difficult to avoid on-coming traffic, the deep uncovered ditchs beside the road offer an additional hazard.

I think it is a miracle that there haven't been more bad accidents on this S-curve. I'm sure, Mr. Klaboe, that if you drove this highway every day as the people of Woodburn do, you would want to make its improvement a matter of urgent priority.

Thanks for listening to this plea.

RECEIVED
TECHNICAL SERVICES
JAN 19'79
REFER TO
FOR
Info | Inves | R/C | Act

Sincerely,

James E. Ficken

9240

GENERAL FILES

January 18, 1979

Marion County Board of
  Commissioners
Courthouse
Salem, OR 97301

Gentlemen:

In reference to your January 9 request for consideration of Woodburn's application for the improvement of the "S" curve on Highway 214, we agree that improvement is needed, but funding for the project is just not available at this time. Funds available in the State Secondary appropriation have been committed to projects approved in the Six-Year Highway Improvement Program. To move this project into the program would mean that we would have to remove one of the already approved projects, an action which we do not like to do.

I am attaching a copy of a letter explaining our position concerning this project which our Region Engineer forwarded to the City of Woodburn.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

Att.

bc F. B. Klaboe
   C. O. Fredrickson
   E. S. Hunter
   J. H. Versteeg
   Frank Terpin
   L. E. George
   D. H. Moehring

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Harry Carson, Jr., Chairman
Randall Franke
Pat McCarthy

EXECUTIVE OFFICER
Harold F. Brauner

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

January 9, 1979

Mr. Fred Klaboe, Director
Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Dear Fred:

The Marion County Commissioners are writing again to support the City of Woodburn in its request to have the sharp "s" curve on Highway 214, East of I-5, re-constructed on a much safer alignment.

With the rapid increase in traffic on this section of highway together with the high accident rate, we would urge that this section be considered as a top priority item for early improvement. As you may be aware, the City of Woodburn has acquired the right-of-way necessary for the relocated improvement.

We trust that you give this matter favorable consideration, and we would be glad to lend our support before the Transportation Commission if it would be helpful. ✓

Very truly yours,

Harry Carson Jr.
Chairman

Randall Franke
Commissioner

Pat McCarthy
Commissioner

RECEIVED
TECHNICAL SERVICES
JAN 12 '79
REFER TO
Tepin
FOR
Info | Inves | R/D | D/R | Sign | Act | File

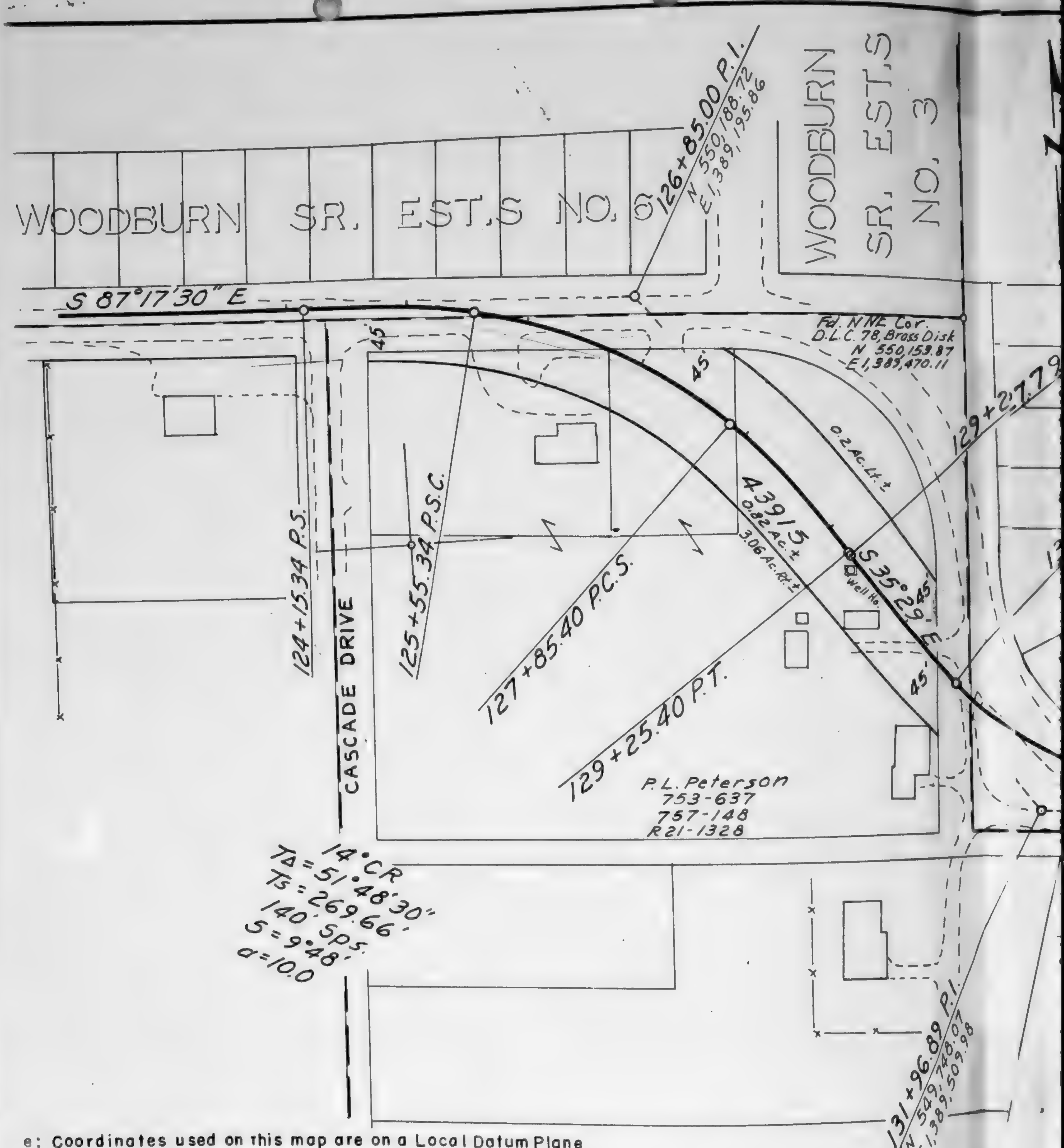
1-15 79
Tepin has copy
and is preparing
R/D. EAH

RECEIVED
DOT OPERATIONS
JAN 12 '79
REFER TO
Hunter
FOR
Info | Inves | [✓ R/D] | D/R | Sign | Act | File

JAA:cp

cc: Mayor Lawson

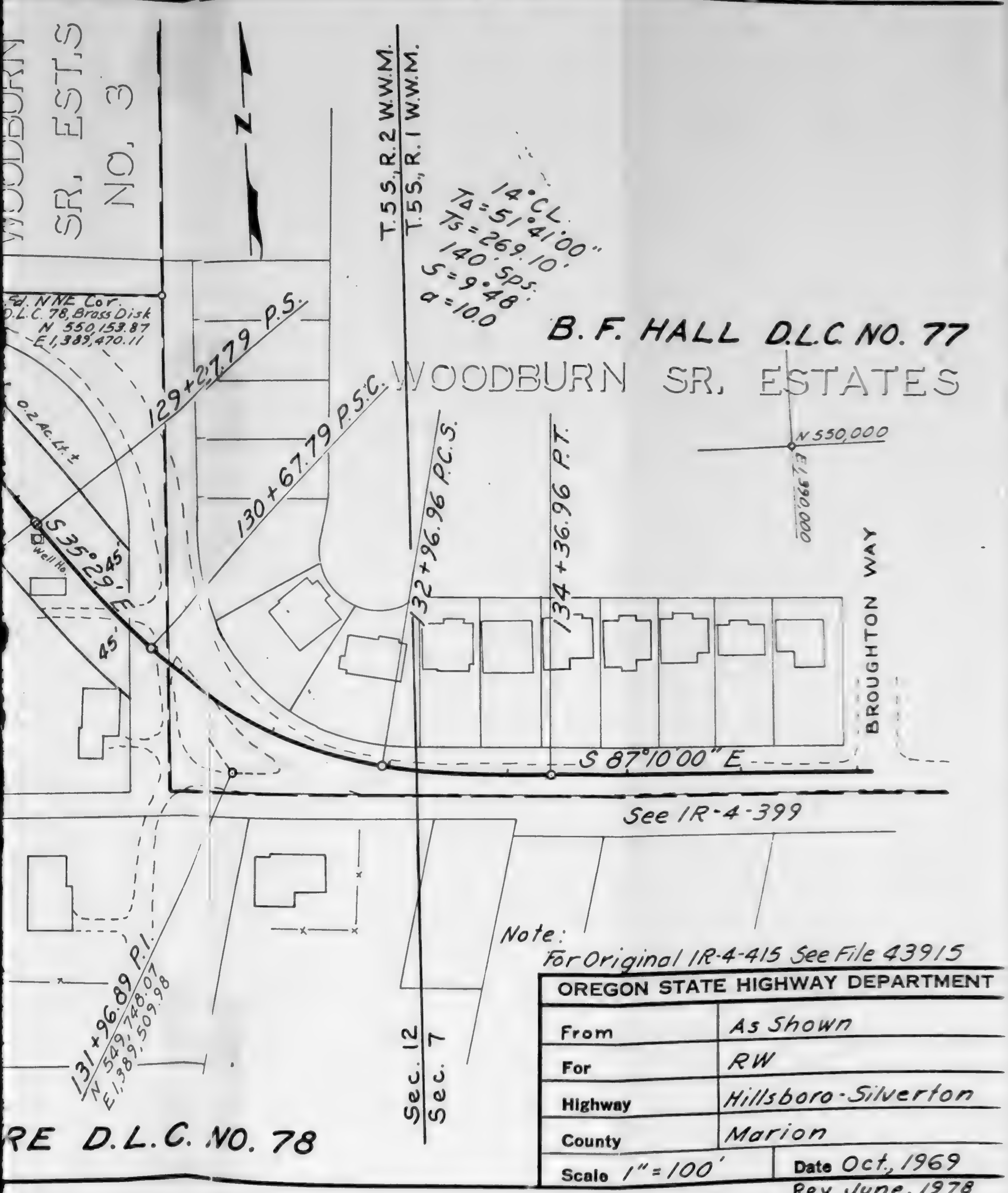
7


WOODBURN SR. EST.S NO. 6
WOODBURN SR. EST.S NO. 3
126+85.00 P.I.
N 550,188.72
E 1,389,195.86
S 87°17'30" E
Fd. N NE Cor.
D.L.C. 78, Brass Disk
N 550,153.87
E 1,389,470.11
45'
45'
45'
45'
129+27.79
0.2 Ac. Lt.±
43915
0.82 Ac.±
3.06 Ac. Rt.±
S 35°29' E
Well Ho.
124+15.34 P.S.
CASCADE DRIVE
125+55.34 P.S.C.
127+85.40 P.C.S.
129+25.40 P.T.
P.L. Peterson
753-637
757-148
R21-1328
14°CR
TΔ=51°48'30"
Ts=269.66'
140' Sps.
S=9°48'
a=10.0
131+96.89 P.I.
N 549,748.07
E 1,389,509.98

e: Coordinates used on this map are on a Local Datum Plane
ch represents true ground distances. Bearings are Oregon State
North Zone. To convert LDP Coordinates to Oregon State Grid
rth Zone, multiply LDP Coordinates by 0.9998860.

G. LEASURE D.L.C. NO

1R-4-415


WOODBURN SR. EST.S NO. 3
N
T.5 S., R.2 W.W.M.
T.5 S., R.1 W.W.M.
14° CL
TΔ = 51°41'00"
Ts = 269.10'
140' Sps.
S = 9°48'
a = 10.0
B.F. HALL D.L.C. NO. 77
WOODBURN SR. ESTATES
Fd. NNE Cor. D.L.C. 78, Brass Disk N 550,153.87 E 1,389,470.11
129+27.79 P.S.
130+67.79 P.S.C.
132+96.96 P.C.S.
134+36.96 P.T.
N 550,000
E 1,390,000
0.2 Ac. Lt. ±
S 35°29' E
45'
45'
Well Ho.
BROUGHTON WAY
S 87°10'00" E
See 1R-4-399
131+96.89 P.I.
N 549,748.07
E 1,389,509.98
Sec. 12
Sec. 7
RE D.L.C. NO. 78

Note:
For Original 1R-4-415 See File 43915

OREGON STATE HIGHWAY DEPARTMENT	
From	As Shown
For	RW
Highway	Hillsboro-Silverton
County	Marion
Scale 1" = 100'	Date Oct., 1969 Rev. June, 1978

|← I-5 TO Curves →|← Curves →|← Curves TO Boone Ferryrd →|

ACCIDENT RATE

YR	SECTION "A"	SECTION "B"	SECTION "C"	STATE RATE
1973	1.91	3.45	3.45	4.19
1974	5.53	3.24	0	5.06
1975	4.53	3.24	5.55	5.82
1976	9.44	0	1.59	5.12
1977	2.88	4.79	4.67	5.35

LENGTH 0.13 MILES

Frank Terpino: Rm 212

the curve section came out Better than the I-5 to curves section "A" – One Fatal in section "A" Also.

Recent Fatal in curve section (sec "B").

22 persons Injured in Section "A" –

Glen
1/17/79

SECTION "A"

OREGON STATE HIGHWAY DIVISION

Traffic Engineering Section

Urban Motor Vehicle Accident Listing

LOCATION	COLLISION TYPE													CLASSIF.					REMARKS
City WOODBURN Street Hwy. No. 140 Rte. No. 219 From FWY MP. 36.80 To MP 37.34 Period Covered: 1-1-73 to 6-30-78	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	ACCIDENT RATE
1973			1			1							2					4	1.91
1974	1		3			1		1					6			4		4	5.53
1975	2		1			1			1				5			3	1	1	4.53
1976			5			8			1	1	1		16			9		11	9.44
1977			2			3							5			4		1	2.88
1-1-78 TO 6-30-78 1978			3			1							4			3		1	
TOTAL	3		15			15		1	2	1	1		38			23		22	

SECTION "B"

OREGON STATE HIGHWAY DIVISION

Traffic Engineering Section

Urban Motor Vehicle Accident Listing

LOCATION
City WOODBURN
Street
Hwy. No. 140 Rte. No. 219
From MP 37.34
To MP 37.47
Period Covered: 1-1-73 to 6-30-78

	COLLISION TYPE												ALL COLLISIONS	CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous		Fatal	Non-Fatal	Prop. Damage			ACCIDENT RATE
1973					1								1			1			3.45
1974				1									1			1			3.24
1975		1											1			1			3.24
1976													0						0
1977		1		1									2					2	4.79
1-1-78 TO 6-30-78 1978													0						ACCIDENT 12-28-78 2 FATALS
TOTAL		2		2	1								5			3		2	

SECTION "C"

OREGON STATE HIGHWAY DIVISION

Traffic Engineering Section

Urban Motor Vehicle Accident Listing

LOCATION

City WOODBURN
Street
Hwy. No. 140 Rte. No. 219
From M.P. 37.47
To M.P. 37.87
Period Covered: 1-1-73 to 6-30-78

	COLLISION TYPE													CLASSIF.					REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	ACCIDENT RATE
1973				1						1			2			1		1	3.45
1974													0						0
1975						6							6			5		1	5.55
1976			1	1									2			1		1	1.59
1977			4	1	1								6			1		5	4.67
1-1-78 TO 6-30-78 1978			3										3					4	
TOTAL			8	3	1	6				1			19			8		12	

543 I

Woodburn "S" Curve

ADT 1977 = 8800
Projected 1995 =

~~Accident Rate - 1977 or~~

1979 cost estimate - $420,000 (See project request)

Accident Rate (See attachment)

	Fatal	Non-Fatal	Prop. Damage	Total
1975	–	–	1	1
1976	–	–	1	1
1977	–	1	1	2
1978 (8mo)	–	1	1	2
Total	0	2	4	6

Fredrickson is checking a downscoped version of Alternate "A" to see if it might be cost-effective. Should have answer by the end of the week.

E

1889

CITY OF WOODBURN

270 Montgomery Street Woodburn, Oregon 97071 981-7111

City Administrator

January 9, 1979

C. O. Fredrickson
Regional Engineer
East State Highway Building
Salem, OR 97310

Dear Mr. Fredrickson:

For many years the City of Woodburn has attempted to have the Highway Division remedy the S-curve on Highway 214 between I-5 and Boones Ferry Road. This has always been a hazard and a problem. In recent years the problem and hazard has become even more serious due to increased population and traffic. A traffic count in 1977 indicated more than 10,000 vehicles per day. A recent count by the City indicates an increase to approximately 13,000 vehicles per day.

RECEIVED
TECHNICAL SERVICES
JAN 1 8'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

In the past the Highway Division claimed it could do nothing about the S-curve because it was not able to acquire a right-of-way. Finally, in frustration, the City of Woodburn decided to go ahead and do the Highway Division's work for them. The City now has a right-of-way through the property that will remedy the situation.

At its last meeting, and after two fatalities on the S-curve over the holidays, the City Council committed itself to taking whatever action is needed to get the problem remedied.

Your early attention to this section of Highway 214 will be greatly appreciated. I will be looking forward to hearing from you in the near future.

NOTED
E. S. HUNTER

Thank you very much.

Max L. Pope

Max L. Pope
City Administrator

MLP/kv

cc: Fred Klaboe
Scott Coulter

Please show me what is planned & cost. Fred.

1-19-79 Question answered ESH

RECEIVED
DOT OPERATIONS
JAN 10 '79
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

June 7, 1977

FROM: Frank E. Terpin
Location Engineer

SUBJECT: I-5 to Mt. Angel Section
Hillsboro-Silverton Highway
Marion County

TO: E. S. Hunter
Deputy State Highway Engineer

A delegation from the Woodburn, Mt. Angel and Silverton areas wish to discuss with the Transportation Commission, at their June 21 meeting, highway conditions between Woodburn and Mt. Angel. Attached is a narrative for the one-mile segment between I-5 and Boones Ferry Road.

Also attached are the reconnaissance report, sketch maps and accident summaries.

VAB:mc

Attachments

WOODBURN-MT. ANGEL

The following reconnaissance report provides preliminary cost estimates for spot improvements for selected sections between Woodburn and Mt. Angel.

Subsequent to this report, the Traffic Section has investigated these spot improvement sections and recommended that the curve realignment section (MP 42.55-MP 4345) associated with the Canopy factory be considered for construction. This was the only section investigated that had a favorable benefit/cost ratio. It is anticipated that construction of this project would qualify to be funded with Title II Section 209 monies.

An anticipated minimum time frame to complete the necessary steps before contract is one to two years. Very recently it was learned that a homesite development is being constructed involving a house and barn in the immediate area which could effect additional delay.

VAB:MC
6/7/77

RECONNAISSANCE REPORT
WOODBURN-MT. ANGEL SECTION
HILLSBORO-SILVERTON HIGHWAY
MARION COUNTY

We have reviewed the 1975 Field Location Survey for the purpose of determining costs for improving segments of this highway that have either sharp curvature or narrow bridges.

The five segments considered utilize the field survey alignment and could be constructed so as to fit the final reconstruction in the future. A typical section having two 12-foot lanes with two 4-foot paved shoulders was the basis of the estimate. The section as exists today was reconstructed in 1952, is two 10-foot lanes with two 6-foot gravel shoulders. For 1975, ADT varies from 2300 to 3800 vehicles; projected for 1995 is 4,000 to 7,000 ADT. Right of way estimates are for land costs and damages only--no improvements would be materially affected with roadway construction as considered in the following estimates for spot improvements.

Pudding River Bridge Unit (M.P. 40.54-M.P. 41.09)

This improvement proposes an alignment having a new structure of approximately the same length as the existing (520') parallel and downstream, thus allowing the present structure to be used as a detour. This existing pile trestle structure was constructed in 1934 with a 23-foot roadway width and is listed as #160 statewide in order of need to be replaced. The proposed alignment will eliminate a 10° curve seen on the east end of the trestle by the introduction of a maximum 4° curve alignment.

While no detailed hydraulics study has been made for this area, it is anticipated that the proposed higher grade will alleviate flooding conditions over the present roadway resulting in road closures.

The cost breakdown is as follows:

Length, miles	0.55
Grade and pave	$ 340,000
Right of way	10,000
Structure (32' width)	715,000
Est. Total Cost	$1,065,000

Unit from M.P. 41.40 to M.P. 41.87

This section of highway has two near-reversing curves, both 20°. The proposed horizontal alignment is 14° and 10° curves and includes a correction in the vertical alignment--eliminating an existing sag condition. The 14° curve was used in order to minimize the encroachment and the taking of several homes in the area.

The cost breakdown is as follows:

Length, miles	0.47
Grade and pave	$225,000
Right of way	10,000
Structures	- -
Est. Total Cost	$235,000

Unit from M.P. 42.55 to M.P. 43.45

This realignment proposal will cut inside an existing 20° curve and lies in back of the congestion associated with the Consetoga Canopy plant, tavern and county road connection.

The cost breakdown is as follows:

Length, miles	0.66
Grade and pave	$260,000
Right of way	10,000
Structure	- -
Total Est. Cost	$270,000

Bochsler Creek Unit, M.P. 43.96 to M.P. 44.17

Two alternate possibilities for improvements are considered for this area: (1) Widen the present 20-foot long, 26-foot wide structure 8 feet on each side for a cost of $15,000, or (2) Replace the bridge with a box culvert and raise the grade some 25 feet, thus eliminating the sag vertical condition. The costs below include a detour to facilitate the construction of the box culvert and removal of the existing structure.

Length, miles	0.21
Grade and pave	$235,000
Right of way	5,000
Structure (Box Culv.)	95,000
Est. Total Cost	$335,000

Zollner Creek Unit, M.P. 44.51 to M.P. 44.89

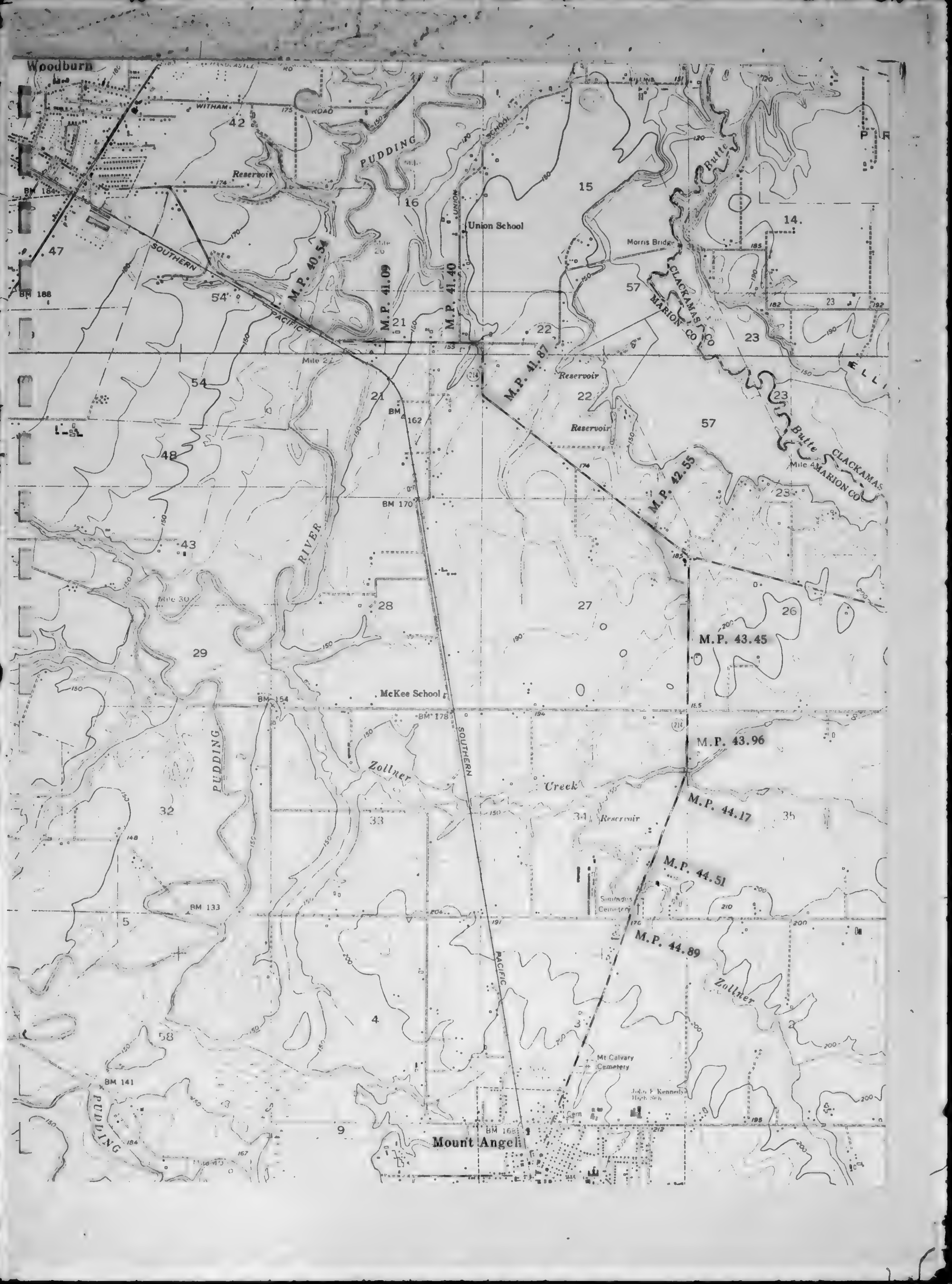
Very similar conditions exist at this site as described for Bochsler Creek. The costs for widening the present bridge (20 feet long by 26 feet wide) are the same--$15,000. Replacing the structure with a box culvert and raising the roadway grade approximately 20 feet over the creek has been estimated as follows:

Length, miles	0.38
Grade and pave	$330,000
Right of way	5,000
Structure (Box Culv.)	110,000
Est. Total Cost	$445,000

A sketch map of the area and copies of the 5-year collision diagram summaries for four areas of sharp curvature are included.

VAB:mc

3/30/77

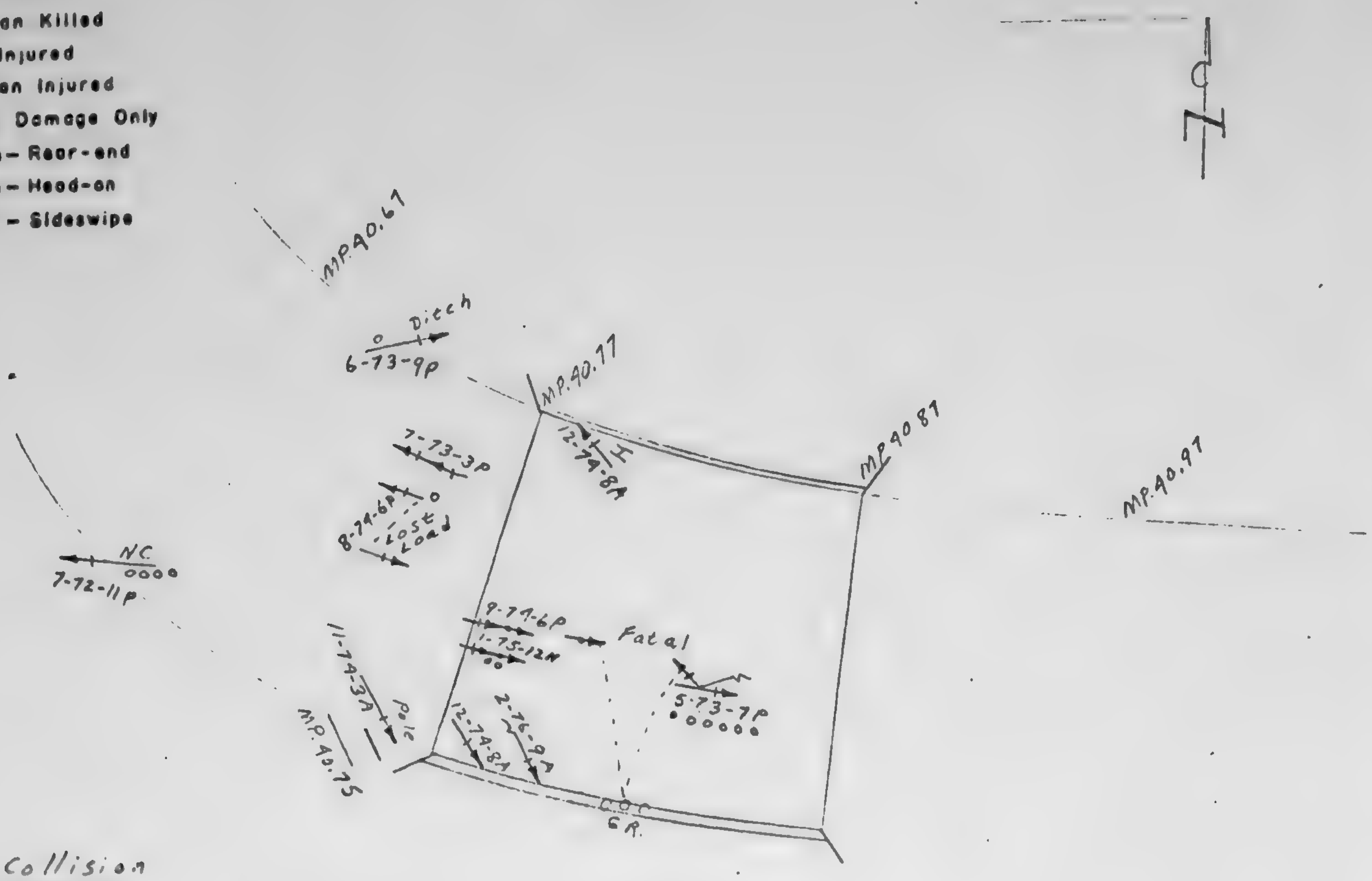

Woodburn
WITHAM
ROAD
PUDDING
Reservoir
42
47
16
15
14.
Union School
UNION SCHOOL
Morris Bridge
Butte
CLACKAMAS CO
MARION CO
SOUTHERN
PACIFIC
M.P. 40.54
M.P. 41.09
M.P. 41.40
M.P. 41.87
M.P. 42.55
M.P. 43.45
M.P. 43.96
M.P. 44.17
M.P. 44.51
M.P. 44.89
BM 184
BM 188
BM 162
BM 170
BM 154
BM 178
BM 133
BM 141
BM 168
Mile 21
Mile 30
54
21
22
57
23
ELLI
Reservoir
48
43
RIVER
28
27
26
29
McKee School
PUDDING
Zollner
Creek
32
33
34
Reservoir
35
Sisters Cemetery
5
4
3
58
Mt Calvary Cemetery
John F. Kennedy High Sch
9
Mount Angel
PUDDING
Zollner
CLACKAMAS
MARION CO
Mile 4

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of ____________ County Marion
Intersection of Hillsboro-Silverton Hwy and Pudding River Br
Highway Number 140 (Ore 214) MP. 40.67 - MP. 40.97
Period Covered 1-1-72 9-30-76
Compiled by ________ Drawn by ________ Date 3-7-77

LEGEND

- ● Person Killed
- ◁----- Pedestrian Killed
- ○ Person Injured
- ◁----- Pedestrian Injured
- ← Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe


MP 40.67
Ditch
6-73-9P
MP. 40.77
7-73-3P
8-74-6P
Lost Load
12-74-8A
I
MP 40.81
MP. 40.97
NC
7-72-11P
9-74-6P
1-75-12N
Fatal
5-73-7P
11-74-3A
Pole
MP. 40.75
12-74-8A
2-76-9A
G.R.

NC - Non Collision
- ◁----- Path of Pedestrian
- ← Path of Vehicle
- ◁----- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Fatal: MP. 40.81
clr 5-21-73
Dry 6:37 PM
Day
Wbd. car crossed line, struck Ebd car and guard rail; forced into stopped Ebd. car

I - Icy

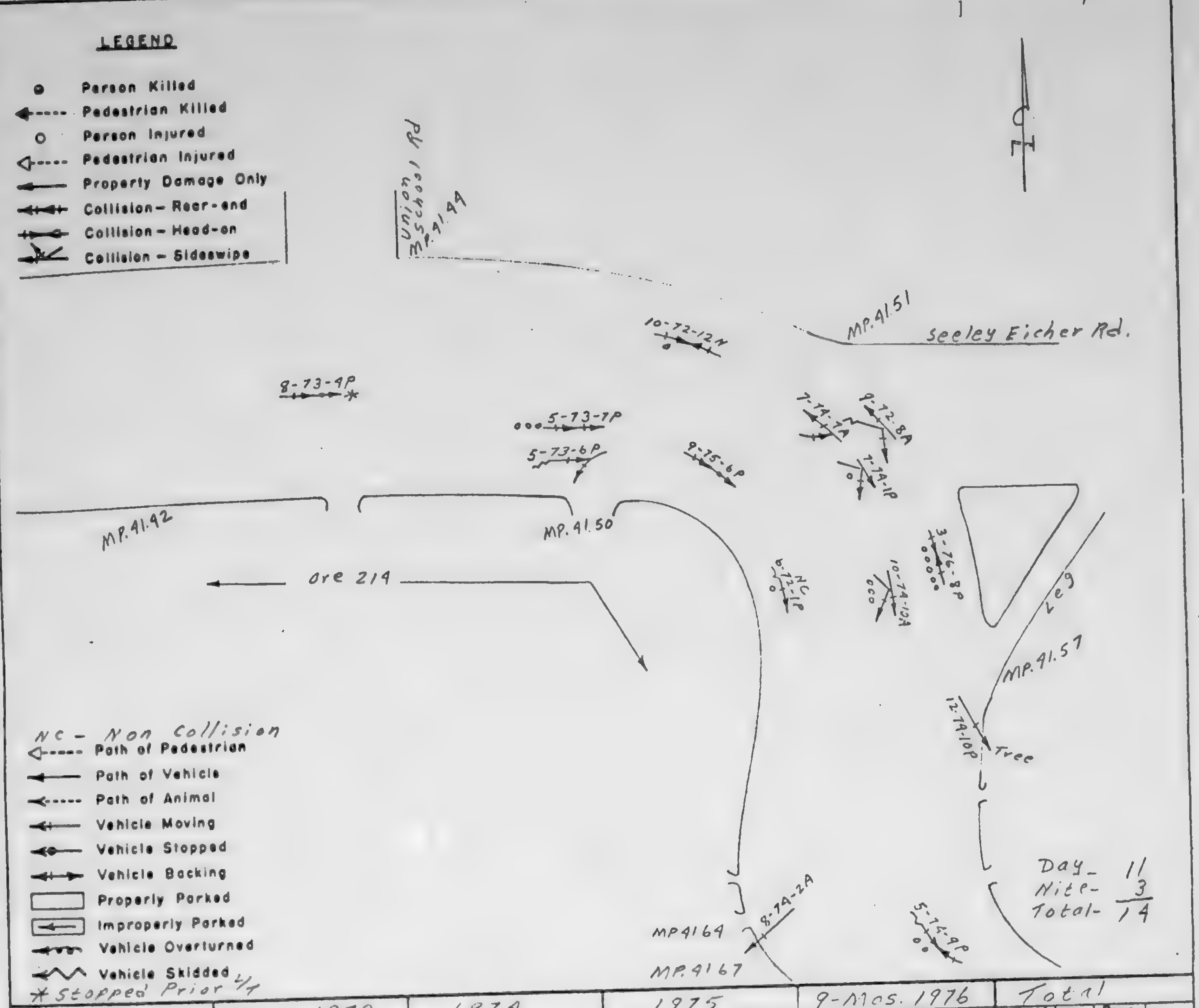
Day- 9
Nite- 2
Total. 11

Collision Type	1972 - 1973				1974				1975				9-MOS-1976				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end			1	1			1	1		1		1						1	2	3
Sideswipe	1			1													1			1
Turning Movement																				
Parking																				
Non-collision		1		1														1		1
Fixed Object		1		1			3	3							1	1		1	4	5
Pedestrian																				
Backing																				
Misc						1		1										1		1
TOTAL	1	2	1	4		1	4	5		1		1			1	1	1	4	6	11

Form E-261-6-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of ____________ County Marion
Intersection of Hillsboro-Silverton Hwy and MP. 41.42 to
Highway Number 140 (Ore 214) MP. 41.67
Period Covered 1-1-72 9-30-76
Compiled by ___ Drawn by ____________ Date 3-8-77


LEGEND
● Person Killed
Pedestrian Killed
○ Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
Union School Rd
MP. 41.44
MP. 41.51
Seeley Eicher Rd.
10-72-12N
8-73-4P
5-73-7P
5-73-6P
9-75-6P
7-74-7A
9-72-8A
7-74-1P
MP. 41.92
MP. 41.50
Ore 214
6-72-1P
NC
10-74-10A
3-76-8P
Leg
MP. 41.57
12-74-10P
Tree
NC - Non Collision
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
* Stopped Prior 1/1
MP 41.64
8-74-2A
MP. 41.67
5-74-9P
Day- 11
Nite- 3
Total- 14

Collision Type	1972 - 1973				1974				1975				9-Mos. 1976				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle						1		1						1		1		2		2
Head-on		1		1														1		1
Rear-end		1	1	2							1	1						1	2	3
Sideswipe			1	1		2		2										2	1	3
Turning Movement			1	1			1	1											2	2
Parking																				
Non-collision		1		1														1		1
Fixed Object							2	2											2	2
Pedestrian																				
Backing																				
Misc.																				
TOTAL		3	3	6		3	3	6			1	1		1		1		7	7	14

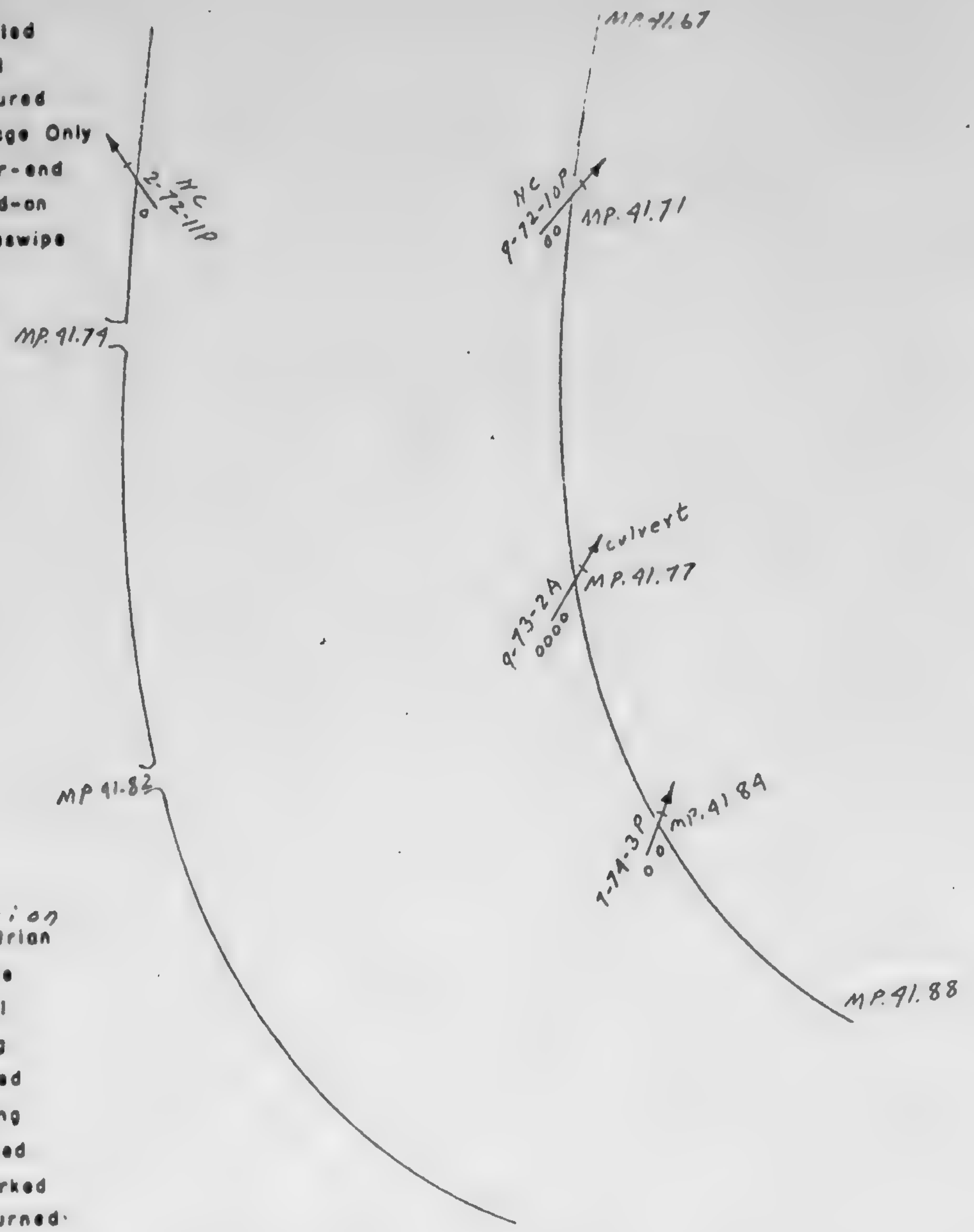
Form E-261-6-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of ________ County Marion
Intersection of Hillsboro-Silverton Hwy and MP. 41.67 to
Highway Number 140 ore 214 MP. 41.88
Period Covered 1-1-72 9-30-76
Compiled by ________ Drawn by ________ Date 3-8-77

LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ←—— Property Damage Only
- ←+←+ Collision - Rear-end
- +—○ Collision - Head-on
- ✕ Collision - Sideswipe



NC- Non Collision

- ←---- Path of Pedestrian
- ←—— Path of Vehicle
- ←---- Path of Animal
- ←+— Vehicle Moving
- ←○— Vehicle Stopped
- ←+→ Vehicle Backing
- ▭ Properly Parked
- ▭ Improperly Parked
- ←∞ Vehicle Overturned
- ←∧∧ Vehicle Skidded

Day- 1
Nite- 3
Total- 4.

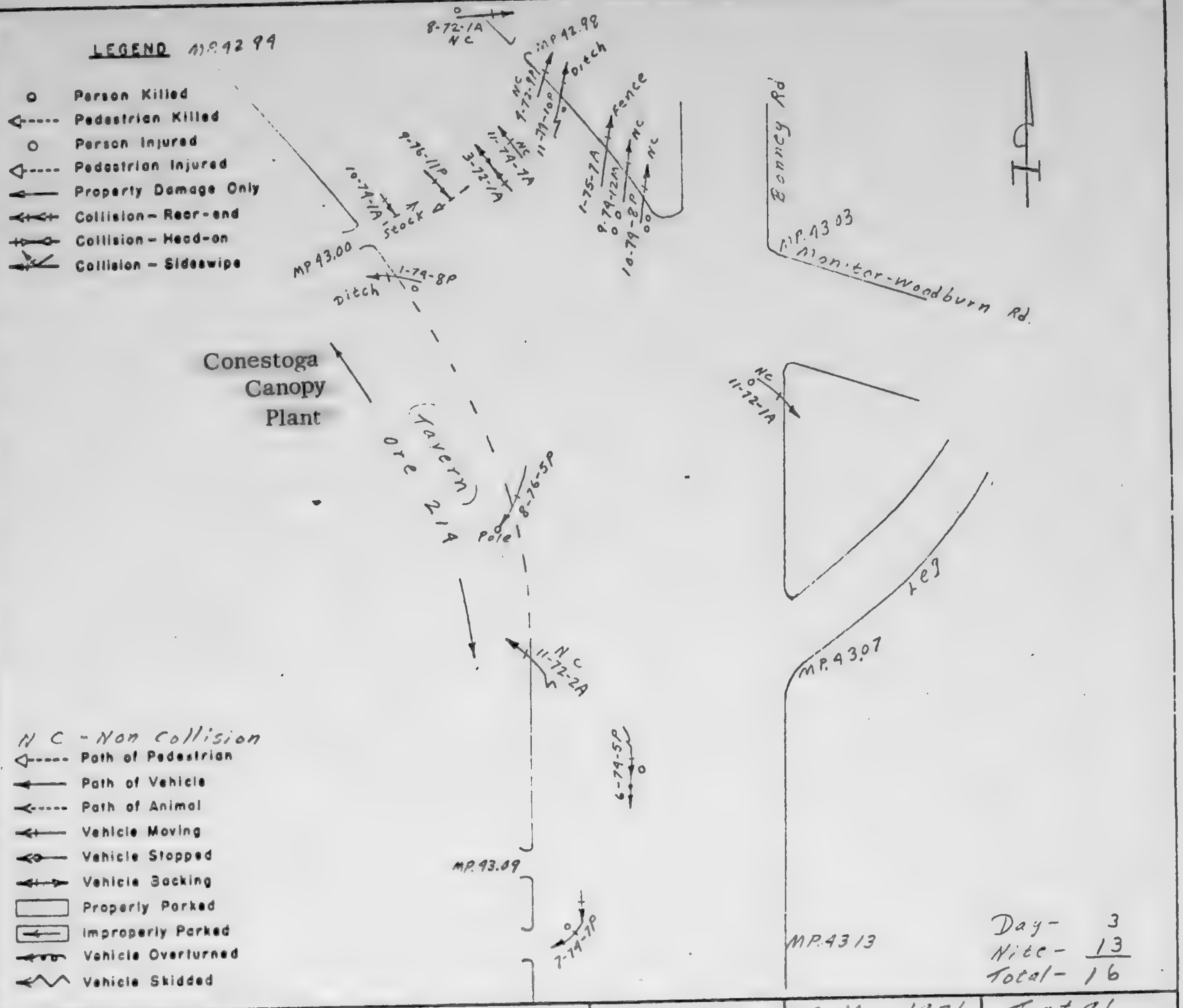
Collision Type	1972-1973				1974				1975				9-Mos. 1976				Total			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision		2		2														2		2
Fixed Object		1		1		1		1										2		2
Pedestrian																				
Backing																				
Misc																				
TOTAL		3		3		1		1				0				0		4		4

Form E-261-6-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of ______ County Marion
Intersection of Hillsboro-Silverton Hwy and MP. 42.94 to MP. 43.13
Highway Number 140 (ore 214)
Period Covered 1-1-72 9-30-76
Compiled by ______ Drawn by ______ Date 3-8-77


MP 42.99
8-72-1A
NC
MP 42.98
Ditch
NC
9-72-9P
11-74-10P
Fence
NC
NC
1-75-7A
9-74-12M
10-74-8P
11-74-7A
NC
3-72-1A
9-76-11P
10-74-1A
Stock
MP 43.00
1-74-8P
Ditch
Conestoga
Canopy
Plant
(Tavern)
Ore 214
8-76-5P
Pole
NC
11-72-2A
6-74-5P
MP. 43.09
7-74-7P
Bonney Rd
MP. 43.03
Monitor-Woodburn Rd.
NC
11-72-1A
Leg
MP. 43.07
MP. 43.13

LEGEND

o Person Killed
◁---- Pedestrian Killed
o Person Injured
◁---- Pedestrian Injured
←— Property Damage Only
Collision – Rear-end
Collision – Head-on
Collision – Sideswipe

N C – Non Collision
◁---- Path of Pedestrian
←— Path of Vehicle
←---- Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
☐ Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

Day- 3
Nite- 13
Total- 16

Collision Type	1972-1973				1974				1975				9-Mos. 1976				Total			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																		2	1	3
Rear-end			1	1		2		2												
Sideswipe																				
Turning Movement																				
Parking																		4	3	7
Non-collision		2	2	4		2	1	3										2	2	4
Fixed Object						2		2			1	1			1	1		1		1
Pedestrian														1		1				
Backing																			1	1
Misc							1	1												
TOTAL		2	3	5		6	2	8			1	1		1	1	2		9	7	16

Form E-261-6-70

INTERSTATE 5-BOONES FERRY ROAD
HILLSBORO-SILVERTON HIGHWAY
MARION COUNTY

This one-mile section is the main connection into the city of Woodburn from the I-5 Interchange. The westerly end has considerable commercial development due to the interchange and the Woodburn Senior Estates housing development.

The present roadway, for the most part, has a paved width of 28 feet with no shoulders. Speed limit is posted for 30 mph with 25 mph advisory speeds for the two 28° reversing curves. Average daily traffic for 1975 was 7500 vehicles; projected 1995 ADT is 13,000 vehicles.

The 1975 accident records indicate 13 accidents during the year. Accident rates for 3 years are:

I-5-Boones Ferry Road		Statewide Urban Average
1975	11.47	5.82
1974	3.94	5.06
1973	2.90	4.40

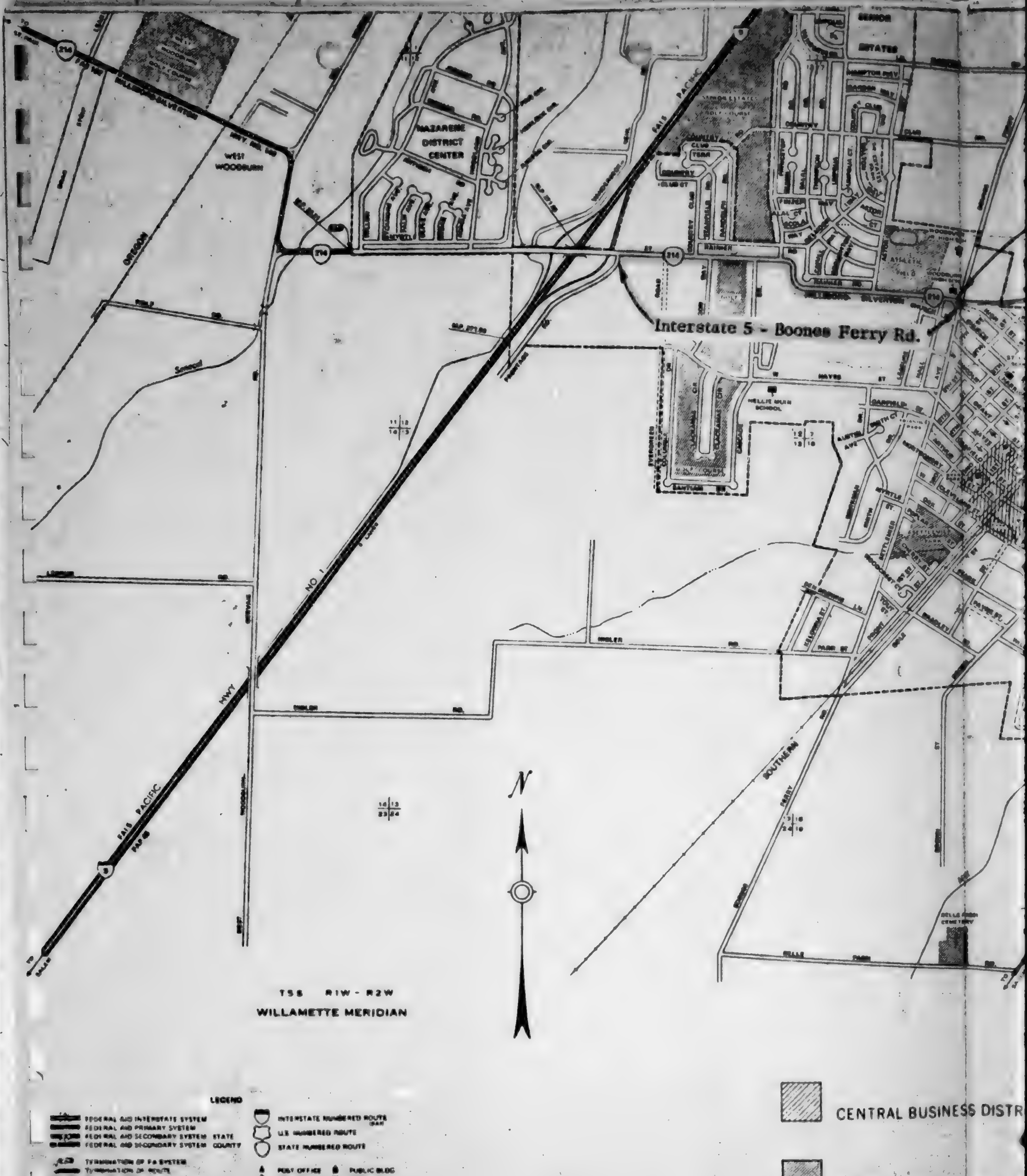
Between 1973 and February, 1977 eight or nine accidents have occurred within the limits of the reversing curves. A possible explanation for the high accident rate during 1975 could be related to the increase in traffic congestion due to the complete reconstruction of the interchange which was part of the six-laning of Interstate 5.

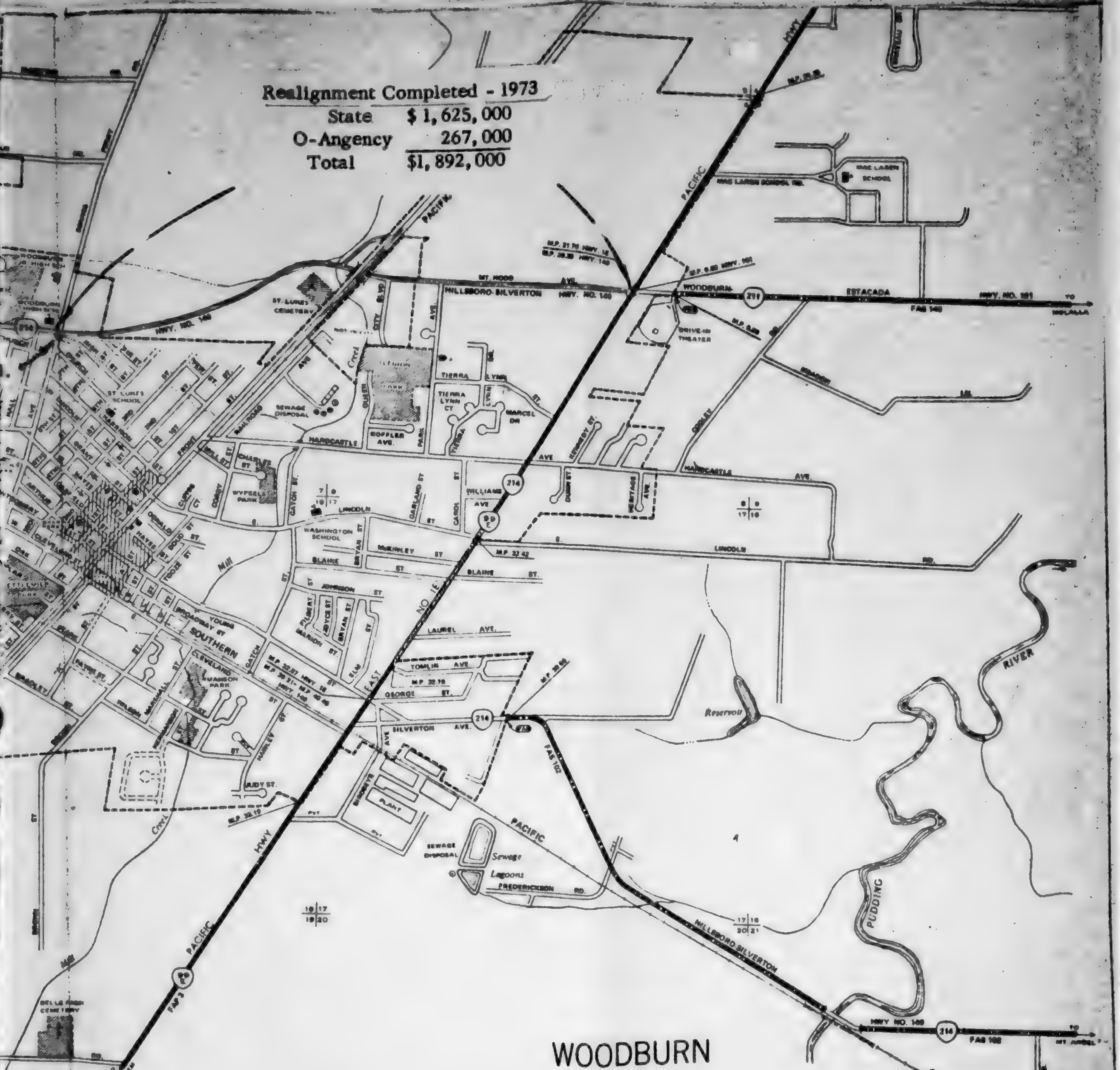
A location field survey completed in 1974 considered several design alternates for improvement of this section of highway. This project is not on any construction program for improvement. If funding were approved, a minimum time frame of two years would be necessary to accomplish the necessary steps outlined in the Action Plan before letting a contract for construction.

A city map is attached for reference.

VB:mc

3/11/77

Interstate 5 - Boones Ferry Rd.
NAZARENE DISTRICT CENTER
WEST WOODBURN
SENIOR ESTATES
HAMPTON WAY
COUNTRY CLUB
NELLIE MUIR SCHOOL
GARFIELD ST.
HAYES ST.
HILLSBORO - SILVERTON
PACIFIC
NO. 1
HWY
SOUTHERN
PACIFIC
FERRY
BELLE PASSI CEMETERY
N
T5S R1W - R2W
WILLAMETTE MERIDIAN
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
PUBLIC BLDG
SCHOOL
CITY HALL
CITY CENTER
COURT HOUSE
R.R. DEPOT
ARMORY
CITY LIMITS
LIBRARY
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
CENTRAL BUSINESS DISTR
PUBLIC AREAS



Realignment Completed - 1973	
State	$ 1,625,000
O-Angency	267,000
Total	$1,892,000

PACIFIC
HWY
MT. HOOD AVE.
HILLSBORO-SILVERTON HWY. NO. 140
WOODBURN-ESTACADA HWY. NO. 161
FAS 140
TO MOLALLA
DRIVE-IN THEATER
ST. LUKES CEMETERY
ST. LUKES SCHOOL
SEWAGE DISPOSAL
HARDCASTLE AVE.
TIERRA LYNN CT
MARCEL DR
KOFFLER AVE.
LINCOLN
WASHINGTON SCHOOL
WYFFELS PARK
McKINLEY ST
BLAINE ST
JOHNSON ST
LAUREL AVE.
TOMLIN AVE.
GEORGE ST.
SILVERTON AVE.
YOUNG ST
SOUTHERN
SETTLEMIER PARK
JUDY ST.
PLANT
SEWAGE DISPOSAL
Sewage Lagoons
FREDERICKSON RD.
Reservoir
PUDDING
RIVER
Mill Creek
BELLE PASSI CEMETERY
HILLSBORO-SILVERTON
HWY. NO. 140
FAS 102
TO MT. ANGEL
TO SALEM
214
99E
CO.

WOODBURN

AND VICINITY

MARION COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DIVISION

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

Revised September 1974

SCALE IN FEET

800 0 800 1600 2400

Population 9,015

BUSINESS DISTRICT

REAS

4210

2

Woodburn, Oregon
Independent
(Cir. W. 4,174)

JAN 17 1979

NOTED
H. S. COULTER

Allen's P. C. B. Est. 1888

S-curve help is overdue

706

Taking the kink out of Woodburn's Highway 214 S-curve is not just an idea whose time has come. It came a long time ago.

Now it's getting late.

Now two people are dead.

Chances are, that snaky section of road could have been straightened and widened years ago (local residents have been hollering about it for several years) and we would still be witnessing accidents there.

But there's no way to avoid the conclusion that the odds would be better if the route was a little less surprising to drivers and wide enough for pedestrians to walk safely through the area.

As local officials and politicians have been insisting lately (see story on page 1), the timing is right for action from the state Department of Transportation.

A longtime criticism from out-of-town officials was the confusion over the right of way situation. With an agreement now reached between attorney P.L. Peterson, who owns the property south of the S-curve and the city, that objection has to be overruled.

There used to be some logic behind the charge that the city is in no position to handle water run-off from an improved highway. When the city had a storm sewer installed between Boones Ferry Road and Mill Creek last year, that complaint, too, lost its punch.

And the fact that two lives were lost on that piece of road recently gives the whole issue a sudden gust of urgency.

Probably the most appealing argument that's been put forth on the S-curve issue lately came from Mayor Walt Lawson last week. Instead of thinking of it as two bad corners that need straightening out, he suggested, why not consider the Highway 214 bypass as a whole?

Think of the "millions of dollars" spent on that bypass—aimed at giving Woodburn travelers a convenient east-west traffic path—Lawson told the city council. When it's put in that larger perspective, it does seem ludicrous that more than 10,000 cars a day are still forced to squeeze through that confusing and unsafe traffic funnel.

Like the old weakest-link-in-the-chain theory, the entire bypass is no better than that one short stretch. And as long as the S-curve remains as it is, the effectiveness of the bypass will be undercut.

The S-curve is not the most dangerous section of road in Woodburn. According to the police department, Highway 99E is still the number one traffic trouble spot.

But it is a trouble spot. And one which could be rectified without a tremendous amount of effort and money.

That the property bordering those curves has not been developed—making the necessary improvements quite feasible—is practically a miracle.

The officials have got a point. The time is right.

If you agree, write to Fred Klaboe, director of the Oregon Department of Transportation and see if you can't convince him.

As Harry Carson, one of the Marion County Commissioners interested in Woodburn's S-curve problem said last week, "It can't hurt."

4240

GEN[illegible] FILES

NOTED
H. S. COULTER

L.

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

January 16, 1979

Max L. Pope, City Administrator
City of Woodburn
270 Montgomery Street
Woodburn, OR 97071

Dear Mr. Pope:

The Highway Division has been working with the City of Woodburn for several years to correct the "S" curve problem on Highway 214 which was the subject of your January 9, 1979, letter. We have done the preliminary engineering; you have determined the most acceptable alignment and you have obtained the necessary right-of-way required for construction. Each of these steps has been positive and has removed another obstacle to the reconstruction of the facility.

As you know, we face the same problems in financing improvements to our system that you face in financing street and other improvements within the city. During the past few years, we have unsuccessfully attempted to provide additional resources for projects of this type. The highway improvement bond issue would have included this project, but we were unable to continue it after the energy crunch and the resultant inflation/ revenue imbalance. The gasoline tax increase and increased registration fee measures were both resoundingly defeated at the polls. Our ability to finance the projects which have been approved by the Transportation Commission for the current Six-Year Construction Program will be strained, and the scope of these projects will be thoroughly reviewed and, possibly, cut back. Adding any projects to this Program will be extremely difficult.

An update of the Six-Year Construction Program is tentatively scheduled for the fall of 1979. You have elicited the support of your County Commission for this project, and I suggest that you, and they, press for high priority for consideration at that time. The Region Office will also add support to this request. We will also consider any other type of funding which may become available for projects of this type. I appreciate the problem and assure you that we will do everything we can to see that this project is funded at the earliest opportunity.

Very truly yours,

C. O. Fredrickson

C. O. Fredrickson
REGION II ENGINEER

COF/gl
cc: F. B. Klaboe
H. S. Coulter (w/project request)
F. E. Terpin

Max,

We're requesting that the project be considered in any interim up-date of the program, and will investigate the possibility of reducing the construction cost.

Fredrickson

RECEIVED
STATE HWY ENGR
JAN 17 '79
REFER TO
FOR
Info | Inves | R.D. | D.R | Sign | Act | File

FORM -734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
November 30, 1978
Salem, Oregon

FILE:

NOTED
H. S. COULTER

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

SUBJECT: Project Request
I-5 Interchange-Boones Ferry Road Section
Hillsboro-Silverton Highway

REGION 2 ENGINEER
RECEIVED
JAN 12 1979
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Attached is a project request and a copy of a letter from Woodburn Mayor Stanley C. Liss.

The project is commonly known as the Woodburn "S" curve. A location survey was completed in Region Office in 1974. The project has been deferred because of the high estimated cost.

Mid-Willamette Valley COG listed the "S" curve as one of the 1974 bond projects. The project was listed in the future bond program in the approved Six-Year Program of May 30, 1975, but has not appeared since.

A recent project installed traffic signals at the Country Club and Oregon Way intersections, and Highway 214 has been channelized to three lanes from I-5 through Oregon Way. The City of Woodburn installed a storm sewer from Boones Ferry Road easterly to drain into Mill Creek. Both projects reduced the scope of subject section.

The City of Woodburn has considered the "S" curve as their top priority for improvement for some time. Mayor Liss' letter advises us the City has acquired the right of way. This acquisition reduces the cost of the project considerably and is indication of the City's concern.

Region Office recommends approval of funding for the project.

POS/gl
attachment

RECEIVED
STATE HWY ENGR
1-11-79
REFER TO
[illegible]
FOR
Info	Inves	R/D	D/R	Sign	Act	File

Returning Project request [illegible] HSC

Checked on Acc. rte. Sec. [illegible]

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

Date: 11-30-78

A. IDENTIFICATION:

Proposed Section: 1-5 Interchange-Boones Ferry Road ("S" curve) Region: 2
Highway: Hillsboro-Silverton St. Hwy. No. 140 M.P. 37.25 to M.P. 37.50 Length: 1320'
County(s): Marion (Attach Sketch Map)
Recommended Construction Date: July, 1980 Proposed 6 YP
Method of Doing Work: Contract X St. Force Other

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: State Construction

FAI ☐ , FAP ☐ , FAS ☐ , ST. CONST. ☒ , OTHER ☐

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	2	24	2'	0	-------					
Proposed Facility:	3	38	12'	5'	-------					

D. DEFINE THE PROBLEM:

Two sharp curves are hazardous to traveling public. Multiple minor accidents have occurred, many of which are unreported.

E. PROPOSED SOLUTION:

Flatten existing curvature to allow 35 mph traffic, widen facility to allow 2 lanes with continuous left turn lane and wider shoulders.

F. REASON FOR REQUEST AT THIS TIME:

City of Woodburn has acquired right of way and asks that we proceed with project to correct hazardous location.

G. COST ESTIMATE

Roadway Work	$ 350,000
R/W (Approx: No. of Parcels ___, Acres ___, Any Reloc. ___).	0
Structures	0
Other (Define)	
Contingencies & Preliminary Engineering (By Whom) State	70,000
TOTAL	$ 420,000

H. REQUESTED BY:

Region Engineer or Section Head

Remarks & Action Taken:

Approval/Disapproval ______ State Highway Engineer Date

Approval/Disapproval ______ Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date ______

Form 734-1386 (3-78)

PROJECT REQUEST FORM

General Instructions

Use this Project Request form for all State Highway System projects (Except Title II and nonchanged projects from approved 6 Year Program).

Submit 1 copy through State Highway Engineer to Project Management to confirm project financing and to coordinate followup activities.

The Office of Project Management will:

1. Circulate the request through the appropriate design engineers if necessary to confirm project financing.
2. Maintain project request file and initiate designated administrative action.
3. Advise involved Section and Region Engineers of approval or denial of request.

Special Instructions (Items A through H)

A,B,C. Self-explanatory.

D. Describe in detail facility and history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

E. Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement etc. Exact dimensions are not required.

F. Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

G. This should be programming estimate similar to windshield or field-type reconnaissance using 40 percent additive.

H. This section to be completed by Salem office during project review and prioritizing efforts, except for Region Engineers signature.

COMMENTS:

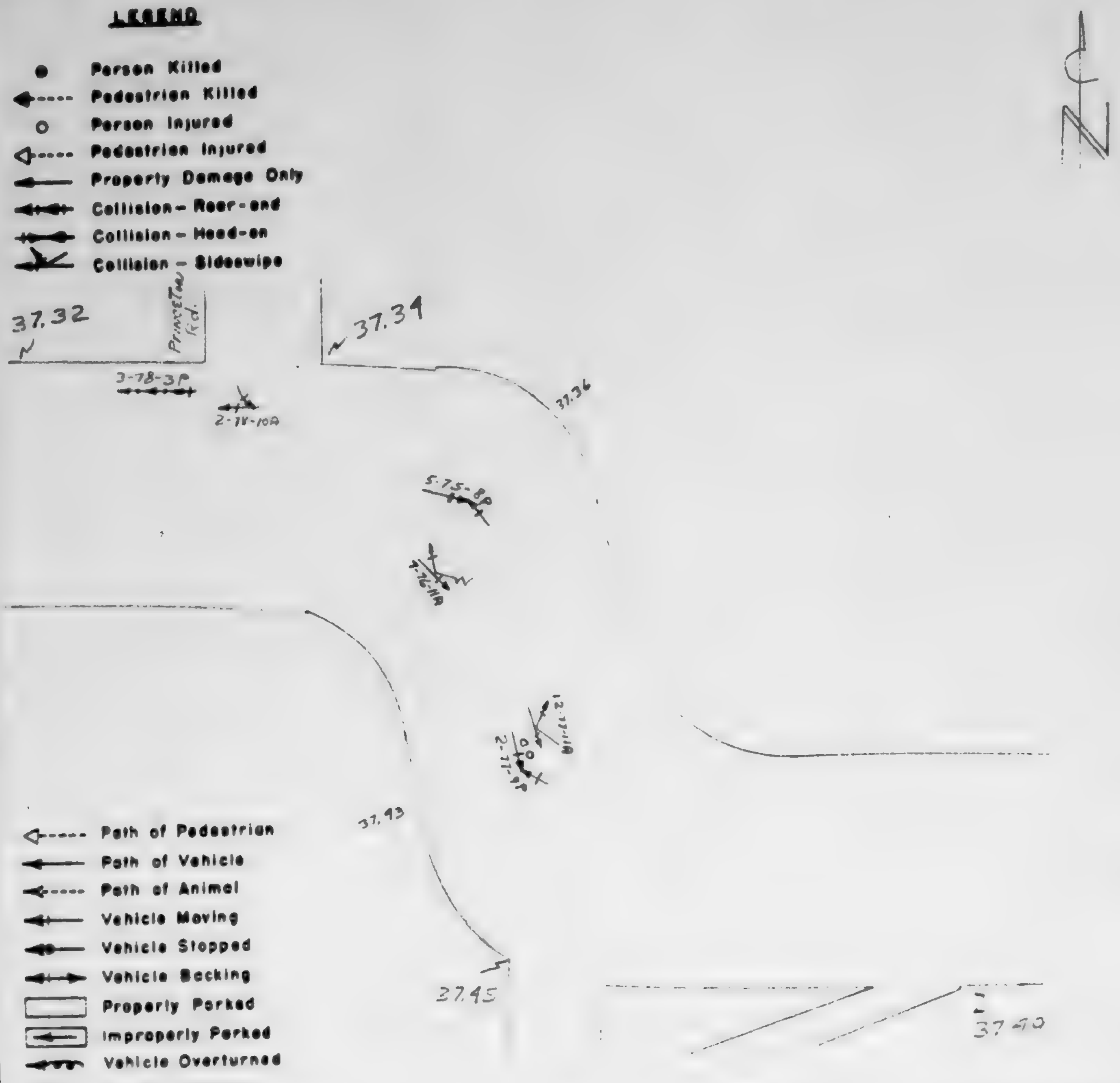
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of Woodburn County Marion
Intersection of Hills-Silv. Hwy and "S" Curve
Highway Number 140 (ore 214) MP 37.32 To 37.47
Period Covered 1-1-75 8-30-78
Compiled by JA Drawn by SC Date 12-21-78

LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ← Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe
- ◁---- Path of Pedestrian
- ← Path of Vehicle
- ←---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded



Day 5
Night 1
Total 6

Collision Type	1975 Fatal	1975 Non-fatal	1975 Prop. Damage	1975 Total	1976 Fatal	1976 Non-fatal	1976 Prop Damage	1976 Total	1977 Fatal	1977 Non-fatal	1977 Prop Damage	1977 Total	8 Mos. 1978 Fatal	8 Mos. 1978 Non-fatal	8 Mos. 1978 Prop. Damage	8 Mos. 1978 Total	Total Fatal	Total Non-fatal	Total Prop Damage	Total Total
Angle																				
Head-on			1	1						1		1						1	1	2
Rear-end														1		1		1		1
Sideswipe							1	1			1	1							2	2
Turning Movement															1	1			1	1
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc																				
TOTAL			1	1			1	1		1	1	2		1	1	2		2	4	6

Form E-261-6-71

9740

GENERAL FILES

2.

January 11, 1979

The Honorable Tony Meeker
State Senator
State Capitol
Salem, Oregon 97310

Dear Tony:

In your recent letter, you were inquiring as to whether anything special or any special data could be supplied by the Woodburn group to improve their standing in the Six-Year Highway Improvement Program. I really believe that at this time they have supplied us with all the information regarding the developments currently going on or planned for the near future. This, together with all the data we have on the section of highway through Woodburn, really completes the picture. Unfortunately, that section of Highway 99E did not have a high enough benefit-cost ratio to make the current Six-Year Highway Improvement Program.

The program is probably due for a review and a series of public hearings toward the end of 1979. The interested groups should at that time bring forward all of the significant data known to them which might affect the benefit-cost ratio and submit that to the Department for our use when evaluating suggested projects for additions to the Six-Year Program.

Again, Tony, I appreciate your confidence in my appointment and look forward to working with you this session.

Sincerely,

F. B. Klaboe
Director of Transportation

bc L. W. Rulien
D. H. Moehring
H. S. Coulter
E. S. Hunter
C. O. Fredrickson
J. H. Versteeg
L. E. George
Frank Terpin

ESH:ja

HOME ADDRESS
ANTHONY "TONY" MEEKER
PO BOX 326
AMITY, OREGON 97101

DISTRICT 15

ASSISTANT MINORITY LEADER

COMMITTEES
VICE CHAIRMAN:
AGING AND MINORITY AFFAIRS
MEMBER:
WAYS AND MEANS
EDUCATION

OREGON STATE SENATE
SALEM, OREGON
97310

12/2/78

Hunter
Please show me [illegible]

Mr. Fred Klaboe
Director of Operation
Dept of Transportation
Salem, Ore.

Dear Fred.

Congratulations! I told you in 1977 you should Be the new Transportation Director and now it is fact. You have my best. I agree with your goals!

Attached is a letter you received from some of my constituents in Woodburn. You very graciously sent Phil Stearns and Chuck Fredrickson to a meeting with the interested parties in Woodburn last month. They advised my constituents that their request was not in the 6 year plan.

My question on this matter is if there is any thing special or data that the group can gather to improve their standing in the 6 year plan. Like so many other in the Highway System their problem has merit for improvement. Any advice you can give would be helpful.

You have your hands full. I stand ready to help in any way I can.

Yours truly
Tony Meeker

WA
Cof C

**WOODBURN AREA
CHAMBER OF COMMERCE**

11-13-78

Thank you, Tony, for your letter in regard to our widing of Highway 99E. We are meeting Friday the 17th at Bracks at noon with Two gentlemen from the State Highway Division & we would certainly Welcome your attendance.

Claudia Wicks

Phil Stearn
Chuck Fredrickson

4 lanes
with middle
Turn

north of
Rt 214
to Miller.

Paylees
when will it
open - 10 months.

230 W. Hayes St. • P.O. Box 194 • WOODBURN, OREGON 97071 • Phone 503/982-8221

CITY OF WOODBURN
270 Montgomery Street Woodburn, Oregon 97071 981-7111

1/10/79
COF said
answer not
necessary.

11/24
Hold for report from
Region to see if any
answer is needed —
Meeting has been held in
Woodburn to discuss
HSC

October 5, 1978

Mr. Fred Klaboe
Director of Operations, Room 140
Oregon Department of Transportation
State Transportation Building
Salem, Oregon 97310

Dear Mr. Klaboe:

The "S-curve" on Highway 214 in Woodburn has been a concern of the State Highway Department and the City for several years. Previous efforts to eliminate the two 90° turns have been unsuccessful due to lack of funding and because of difficulty in obtaining rights-of-way.

We have taken the initiative on acquisition of the right-of-way. It has been acquired and is sufficient to accomodate zone plan A, with the 14° curve, as previously surveyed by the Highway Department. Hopefully, the acquisition of rights-of-way can help complete this project at an early date. We suggest that all preliminary engineering, design, and cost estimation be completed as soon as possible so that the project can proceed on the first source of funds that becomes available.

We hope to meet with the Commission and justify a priority on the six-year plan but should be prepared to proceed in the event of an unusual funding source such as special appropriation where projects that already have the right-of-way and engineering could begin construction very quickly.

The current accident statistics on the "S-curve" vicinity show that it is a hazardous area even though they do not show the minor accidents that are unreportable. People who travel the road or live in the vicinity are well aware of a number of these minor unreportable accidents.

In our opinion, the "S-curve" is the area that poses the most high-accident potential on the entire Silverton-Hillsboro Highway and will cause needless loss of life and property if not correct soon.

Please give me your comments on this project and how the City can be of assistance to your department in getting this project underway. I, the City Administrator and the City Director of Public Works would like to visit with you in the near future, preferably here in Woodburn where you can look over the project area.

Thank you for your past cooperation, we look forward to working with your department on this project.

Sincerely,

Stanley C. Liss
Stanley C. Liss
Mayor

SCL/GST/dlm

CC: Mr. H.S.Colter
State Highway Engineer
Oregon Department of Transportation
State Transportation Building
Salem, Oregon

Mr. Don Harwell
City - County Liason Officer
Oregon Department of Transportation
State Transportation Building

Mr. C.O.Fredrickson
Region Engineer
East Highway Department Building
E. State Street
Salem, Oregon

Mr. John Anderson
Marion County Engineer
300 Lenator Builaing
220 High St. N.E.
Salem, Oregon

County Commissioners
Marion County Courthouse
Salem, Oregon

City Council Members

RECEIVED
[illegible]
[illegible]
REFER TO
~~[illegible]~~ Commission
FOR

Please
advise me on
this

9290

CITY OF WOODBURN

270 Montgomery Street Woodburn, Oregon 97071 981-7111

City Administrator

NOTED
H. S. COULTER

January 9, 1979

C. O. Fredrickson
Regional Engineer
East State Highway Building
Salem, OR 97310

Dear Mr. Fredrickson:

For many years the City of Woodburn has attempted to have the Highway Division remedy the S-curve on Highway 214 between I-5 and Boones Ferry Road. This has always been a hazard and a problem. In recent years the problem and hazard has become even more serious due to increased population and traffic. A traffic count in 1977 indicated more than 10,000 vehicles per day. A recent count by the City indicates an increase to approximately 13,000 vehicles per day.

In the past the Highway Division claimed it could do nothing about the S-curve because it was not able to acquire a right-of-way. Finally, in frustration, the City of Woodburn decided to go ahead and do the Highway Division's work for them. The City now has a right-of-way through the property that will remedy the situation.

At its last meeting, and after two fatalities on the S-curve over the holidays, the City Council committed itself to taking whatever action is needed to get the problem remedied.

Your early attention to this section of Highway 214 will be greatly appreciated. I will be looking forward to hearing from you in the near future.

Thank you very much.

Max L. Pope

Max L. Pope
City Administrator

MLP/kv

cc: Fred Klaboe
Scott Coulter

RECEIVED
STATE HWY ENGR
JAN 10'79
REFER TO
CO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X L			

9290

GENERAL FILES

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

December 1, 1978

Stanley C. Liss, Mayor
City Hall
270 Montgomery St.
Woodburn, OR 97071

Dear Mayor Liss:

This is to advise you of Region Office action taken as a result of your advising ODOT of City's action in acquiring the right of way for the "S" curve.

A project request has been submitted to Highway Engineer Scott Coulter with our recommendation for approval of funding.

You will be advised of future actions taken on your request for a project.

Very truly yours,

Phillip O. Stearns

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/gl
cc: H. S. Coulter

H. S. COULTER

RECEIVED
STATE HWY ENGR
DEC 4 '78
REFER TO
FOR
Info | Inv | R.D. | D.R. | Sign | Act | File

CITY OF WOODBURN
270 Montgomery Street * Woodburn, Oregon 97071 * 981-7111

October 5, 1978

NOTED
H.S. COULTER

Mr. Fred Klaboe
Director of Operations, Room 140
Oregon Department of Transportation
State Transportation Building
Salem, Oregon 97310

Dear Mr. Klaboe:

The "S-curve" on Highway 214 in Woodburn has been a concern of the State Highway Department and the City for several years. Previous efforts to eliminate the two 90° turns have been unsuccessful due to lack of funding and because of difficulty in obtaining rights-of-way.

We have taken the initiative on acquisition of the right-of-way. It has been acquired and is sufficient to accomodate zone plan A, with the 14° curve, as previously surveyed by the Highway Department. Hopefully, the acquisition of rights-of-way can help complete this project at an early date. We suggest that all preliminary engineering, design, and cost estimation be completed as soon as possible so that the project can proceed on the first source of funds that becomes available.

We hope to meet with the Commission and justify a priority on the six-year plan but should be prepared to proceed in the event of an unusual funding source such as special appropriation where projects that already have the right-of-way and engineering could begin construction very quickly.

The current accident statistics on the "S-curve" vicinity show that it is a hazardous area even though they do not show the minor accidents that are unreportable. People who travel the road or live in the vicinity are well aware of a number of these minor unreportable accidents.

In our opinion, the "S-curve" is the area that poses the most high-accident potential on the entire Silverton-Hillsboro Highway and will cause needless loss of life and property if not correct soon.

Please give me your comments on this project and how the City can be of assistance to your department in getting this project underway. I, the City Administrator and the City Director of Public Works would like to visit with you in the near future, preferably here in Woodburn where you can look over the project area.

Thank you for your past cooperation, we look forward to working with your department on this project.

Sincerely,

Stanley C. Liss

Stanley C. Liss
Mayor

SCL/GST/dlm

CC: Mr. H.S.Colter
State Highway Engineer
Oregon Department of Transportation
State Transportation Building
Salem, Oregon

Mr. Don Harwell
City - County Liason Officer
Oregon Department of Transportation
State Transportation Building

Mr. C.O.Fredrickson
Region Engineer
East Highway Department Building
E. State Street
Salem, Oregon

Mr. John Anderson
Marion County Engineer
300 Lenator Building
220 High St. N.E.
Salem, Oregon

County Commissioners
Marion County Courthouse
Salem, Oregon

City Council Members

[illegible]

Please
advise me on
this

RECEIVED
STATE HWY ENGR
OCT 09 '78
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File ✓

RECEIVED
DOT OPERAT[illegible]
[illegible]
REFER TO
[redacted] Colter
FOR
Info Inves

9210

L.

GENERAL FILES

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Info | Inves | R/D | D/R | Sign | Act | File
PROJECT
LGL ①
TAA FM LG

NOTED
H. S. COULTER

P. L. PETERSON
ATTORNEY AT LAW
FAIRWAY PLAZA SHOPPING CENTER
2261 COUNTRY CLUB ROAD
WOODBURN, OREGON 97071
TELEPHONE 981-1315

ASSOCIATE:
DANIEL J. VAN DYKE
PATRICK G. BOYLSTON

February ~~27~~, 1978

Mr. Donald N. Harwell
County/City Coordinator
Office of Project Management
Department of Transportation
207 Transportation Building
Salem, OR 97310

Dear Don,

As a follow-up to our conversation of this date and as requested by Mr. Wimer, please be advised of the following:

1. I am in the process of requesting building permits for a Camlu project as well as a medical clinic on the S-curve property.

2. The city has a limited amount of building permits they can issue and my project is among those they are considering.

3. One of the problems as it has been in the past and still is is the re-alignment of the S-curve.

4. The city has indicated by resolution of intent the proper zoning of the property for commercial development subject to certain requirements.

5. The city has indicated approval for a re-alignment by alleviation of the curve rather than cutting across the middle of the property.

The proposals submitted to the city have been in accordance with your proposal "E" which appears to be the design used by the Bank of Oregon and myself several years ago as well as the present project.

The city has given me some indication that they would be agreeable to a swap for the old highway area for the new right-of-way as indicated in your proposal "E". I might add that this offer is only agreeable to me if the Camlu project is developed and the city issues the applicable permits.

By this letter I am requesting that the Highway Department look into the swap request and confirm its approval in writing within two weeks so that the city staff can report to the Council that this proposal is acceptable by myself and the Highway Department for the future re-alignment.

If you need further information on this matter, please give me a call.

Very truly yours,

P. L. Peterson

P. L. Peterson

PLP/cc

cc: Mr. Stanley C. Liss
Mayor, City of Woodburn
cc H. S. Coulter, info

2-28-78
Copy to Region 2, please review this request within your confines & draft reply for Coulter if appropriate - please note two week reply request.
Thanks
Don H.

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

Harwell Don K
Holmes
...stein
RECEIVED
FEB -3 1977
COUNTY
CITY
UNIT
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Don
2-8-77 ok
info
H

February 2, 1977

Mr. P. L. Peterson
Route 1, Box K
Woodburn, OR 97071

Dear Mr. Peterson:

Woodburn "S" Curve
Hillsboro-Silverton Highway

At our December 16, 1976 meeting, you requested we arrive at a final plan for the subject location.

This would take time to formalize. The Department does not have funds to follow through with construction or even right-of-way acquisition. It would be unfair to the public or a property owner to formalize a plan there is no foreseeable financial capability of fulfilling.

To follow through with formalizing an alignment could result in an unfillable obligation, namely a dedication to an improvement with no means of achieving it. Decisions and commitments for any appropriate development of your property would probably be delayed while the alternate alignments are studied and perhaps for an extended period of time hoping for the ability to construct the improvement. The use of private property is strictly, as far as ODOT is concerned, the owner's discretion until a highway plan has been adopted and the property acquired. The land is, of course, subject to any zoning regulations.

Because of all this, the nine-degree alignment then Acting City Administrator Edmund A. Jordan, Jr. wrote about February 14, 1974, cannot be requested or promoted by ODOT at this time. Should this alignment become blocked by building construction, an improvement more nearly matching the existing alignment could be considered at a later time. A lesser alignment could be in keeping with design downscoping we are doing at other locations to save costs and make best use of scarce resources.

2-27-78 10³⁰am Pete Peterson was in office [illegible] to discuss the matter - he will write letter expressing his desire to exchange the property (Proposal "F") and the State should follow up with title search in an attempt to cooperate — Don K.

Region 2

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

The above was discussed with you when Department representatives met with City staff to explain your request and our contemplated action. You were apparently disappointed and I'm sorry I cannot give you the answer you desire.

A copy of this letter is being sent to City Manager Max Pope. Attached is a copy of my letter of this date to Mr. Pope. You will note the similarities. Let me know if we can be of further help to you.

Sincerely,

H. S. Coulter
State Highway Engineer

Att.

cc Governor Bob Straub
Mr. Max Pope

bc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
J. L. Sheldrake
Jack Sollis
Don Harwell

GENERAL FILES 124-1451L, 124-63

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

February ~~22~~ 23, 1977

RECEIVED
STATE HWY ENGR
FEB 28 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

2 ENGINEER
RECEIVED
RTE [✓ RFE] ROC

William S. Mooney
Councilman
City of Woodburn
693 Brown
Woodburn, Oregon 97071

Dear Mr. Mooney:

This will follow up on our telephone conversation regarding the widening and realignment of Highway 214 in Woodburn at the "s" curve.

I can well appreciate the frustration that you and others feel over the delay in what everyone agrees is a needed improvement. However, in reviewing the matter with the Highway Division, it does not seem reasonable to expect that the improvement can be undertaken for at least five years because of limited funds.

It is the need for projects throughout the state such as these that has led Governor Straub to support an increase in gasoline taxes and other highway revenues at the current session of the legislature. Additional revenues for the highway fund are essential if we are to accelerate work on needed projects such as this one and reduce the danger to motorists and pedestrians and the inconvenience to abutting property owners resulting from delays in making improvements.

I am sorry that we are not able to be of more assistance on this particular occasion.

Sincerely,

Donald L. Jones
Assistant to Governor for
Local Government Relations

DLJ/wb

cc: John Sheldrake, Reg. 2 Engineer, OSHD
Max C. Pope, City Manager

2/23/77 Rick Kuehn - FYI.
2-25 cc: H.S. Coulter FYI. Had telephone call from Mr. Jones and advised him of status at "S" curve.
JWSheldrake

9240. 1,

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: 124-1451
124-63

INTER-OFFICE CORRESPONDENCE
January 26, 1977
Salem, Oregon

FROM: Gerald W. Wimer Gerald Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Woodburn "S" Curve
Hillsboro-Silverton Highway

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

Don Harwell, Rick Kuehn and I met with Woodburn City Engineer Frank Tiwari, City Planner John Fregonese, and property owner P. L. Peterson, Tuesday, January 25, 1977.

Mr. Peterson was disappointed an alignment wasn't being finalized. He must still think we can set a line without public hearings. Anyway, we went as far as we could in backing off from the 9° alignment and adopting an alignment with minor improvements on the existing.

City staff didn't raise any objections and tried to work with both ODOT and Mr. Peterson. They made a suggestion that, if he offered the needed right of way for the modified alignment, they could recommend a CR zone. He didn't want to take the time or expense to reapply. Makes you think he wanted us to press ahead with the 9° plan.

Rough drafts are attached for you. Copies are being sent direct to Jack Sollis for his review and comment to you before you send them. This will not be the end of this matter insofar as Mr. Peterson is concerned.

Your file is returned herewith.

Hold for comments
from Sollis —
5th ¶ re Jordan letter should
perhaps contain comment
about us not having right
to stop progress? —

RECEIVED
STATE HWY ENGR
JAN 26 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

GWW/dea
Attach.
cc: Jack Sollis w/attach.
Don Harwell w/attach.
Rick Kuehn w/attach.
Don Thurston w/attach.

9240

L

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
January 4, 1977
Salem, Oregon

FILE: 124-1451
124-63

John W. Sheldahl

FROM: For Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Woodburn "S" Curve
Hillsboro-Silverton Highway

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

Woodburn City Planner, John Fregonese, called yesterday about a planning matter. After answering his question, I told him of Mr. P. L. Peterson's recent contact with you about our contemplated alignment through Peterson's property at the so-called "Woodburn 'S' Curve."

He indicated there has been three zone change requests since 1973. This resulted in seven public hearings with much testimony against the zone change. Three denials of the zone change resulted. However, conditional building permits allowing commercial buildings have been possible by Mr. Peterson simply submitting a building plan that clears our contemplated alignment.

Mr. Fregonese reminded me that insofar as the City of Woodburn is concerned, they have adopted our alignment. See the attached letter from Acting City Administrator Edmund A. Jordon, Jr. dated February 14, 1974. He further indicated we should hold a public hearing to confirm an alignment. It seems all other developments in the area have set back to conform. This has been on a voluntary basis.

Mr. Fregonese thinks that if we do adopt our presently contemplated alignment, their police powers are sufficient to keep that alignment clear of buildings until we are able to afford acquisition. Jack Sollis may advise otherwise. Don Harwell contacted Mr. Sollis. See Mr. Harwell's December 21, 1976 letter to you, a copy of which is attached for your convenience.

It is still my thought that we should proceed with firming our alignment whatever it might be. As a first step, we should meet with the City of Woodburn officials before a response is made to Mr. Peterson. Would you like me to arrange such a meeting?

RECEIVED
STATE HWY ENGR
JAN 5 '77
REFER TO

FOR
Info | R.D. | D/R | Sign | Act | File

GWW/dea
Attach.
cc: Don Harwell
Richard Kuehn

124-1451

CITY OF WOODBURN

550 North First Street Woodburn, Oregon 97071 982-~~9678~~ 9693

Office of the City Attorney

February 14, 1974

Mr. Gerald W. Wimer
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Jerry:

I am writing on behalf of the Mayor and Council to inform your department that the Council has approved by motion the 9° alleviation design for the Highway 214 "S" Curve" to include the junction of Princeton Road and Cascade. As to signalization of the intersection, the Council further looked favorably upon signalization at Highway 214 and Country Club Road rather than at the "S Curve" intersection. This was in response to a request by many citizens of Senior Estates. I'm sure this is something that would be discussed further when more accurate traffic flow information is available.

Very truly yours,

Edmund A. Jordan, Jr.,
Acting City Administrator

EAJ:rs

cc Jim Chaney — This is City of Woodburn's confirmation
they want both Cascade & Princeton
reconnected opposite each other. Prepare
your plans accordingly. J Wimer

cc [illegible] Wilbo

2-22-74 D.A.

9290

2.

STATE OF OREGO

INTEROF CE MEMO

TO: H. S. Coulter ✓
State Highway Engineer

DATE: December 21, 1976

D. N. Harwell

FROM: D. N. Harwell
County-City Engineer
Program Management Section

SUBJECT: WOODBURN "S" CURVE
HILLSBORO-SILVERTON HIGHWAY, ORE 214

As discussed in a meeting of Thursday, December 16, regarding the "S" curve in Woodburn and the impact highway improvement would have on property owned by Mr. P. L. Peterson, Attorney at Law, it appears no construction is planned in the immediate future due to the financial situation of the State and City.

In discussion with Jack Sollis, he felt there were no particular legal complications with the situation of a proposed improvement in the immediate vicinity of the "S" curve. In fairness to the citizens of the area, and Mr. Peterson in particular, it is felt we should go on record indicating that no improvement is planned in the next several years due to the financial situation, and the properties which may be affected could be developed accordingly.

It is extremely unfortunate that our plans cannot be more firmly committed at this time; however, should financing become available, perhaps we could make an improvement in the immediate area of the "S" curve to establish continuity for a traffic pattern compatible to a planned development on Mr. Peterson's 4+ acre site.

The Woodburn Planning Commission and City Council should be advised of the situation so they, in turn, may zone the property accordingly.

DNH:mm

cc: L. W. Rulien
J. L. Sollis
J. W. Sheldrake

RECEIVED
STATE HWY ENGR
DEC 22 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

9290

L.

bc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
C. O. Fredrickson
Rick Kuehn
W. L. Cranford
L. E. George

October 26, 1976

Woodburn City Planning Commission
City Hall
Woodburn, OR 97071

Gentlemen:

Woodburn "S" Curve

It appears a misunderstanding of intent has arisen regarding paragraph 3 of my October 14 letter to you relative to land use, zoning, and planning control pertaining to the "S" Curve on ORE214. An interpretation might be made that I was suggesting delaying any re-zoning of the area. It was certainly not my intent to suggest any such delay.

It would be most desirable when it is possible to make the improvement through this area, that the necessary rights-of-way would involve land and not buildings. However, in the interest of the abutting property owners and the orderly development of the area, we would ask and expect that you consider all aspects of the situation and be guided thereby in your zoning process. The possibility of some improvement to the highway at some undetermined time in the future should not delay proper development of your city.

I trust this will clarify any intent on behalf of the State and thank you for your interest and concern.

Very truly yours,

H. S. Coulter
State Highway Engineer

cc Hon. Robert A. Straub
Mr. Max L. Pope, Woodburn City Manager
Mr. P. L. Peterson

9290

L.

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

October 19, 1976

Mr. Edward H. Johnson
1760 Rainier Road
Woodburn, Oregon 97071

NOTED
E. S. HUNTER

Dear Mr. Johnson:

The State Highway Division and this office agrees improvement of Highway 214 in Woodburn between the I-5 freeway and Boones Ferry Road, particularly the "S" curve portion, is a worthwhile project. But they are still unable to finance this project now.

Even if the financial capability was available, an Environmental Impact Statement, public hearing, completion of the plan, preparation of right-of-way descriptions, appraisals, and negotiations would be required before actual acquisition could occur. Each of these steps need to be completed before beginning the next. They are all time consuming.

We would encourage you to work with your local Planning Commission. Possibly they have some solution for the interval until funds do become available. The project is not included in the Transportation Commission's Six-Year Construction Program.

The Highway Division is writing to the Woodburn Planning Commission and making the same information known that I am advising you of. Thank you for writing.

Sincerely,

Governor

RWS:cl

cc: Rich Kuehn
Jim Chaney
City of Woodburn

bcc: Department of Transportation

COPY

OCT 20 '76
REFER TO
FOR
D.R
Sen

October 14, 1976

Woodburn City Planning Commission
City Hall
Woodburn, OR 97071

Gentlemen:

Edward H. Johnson's September 30, 1976 Letter
Woodburn "S" Curve

The State Highway Division agrees that improvement of the I-5 - Boones Ferry Road Section of the Hillsboro-Silverton Highway, particularly at the "S" curve, is a worthwhile project even though it would be expensive to construct. The 1974 estimate of cost for the overall project was in excess of $2 million including right-of-way and one traffic signal. Unfortunately, funds for the project are not available and, as a result, the project was not included in our Six-Year Construction Program. The attached copy of the Six-Year Program explains our financial situation.

Even if financial capability were available, an environmental impact statement, public hearing, completion of the plan, preparation of right-of-way descriptions, appraisals, and negotiations would be required before actual acquisition could occur. Each of these steps needs to be completed before beginning the next step, and they are all time consuming.

Therefore, even though immediate or even early construction is not possible, it appears necessary to protect the proposed project from possible new adverse land use developments. This is best accomplished locally through zoning and planning controls. Failure to do so, by allowing commercial growth or other build-up along the proposed alignment could raise the cost of construction to the point where the project would be no longer feasible.

It may be possible that the development of this area could be established allowing temporary use of land adjacent to the "S" curve so future reconstruction would not be severely disruptive to the area.

Furthermore, it would seem wise to ensure fully adequate zoning or planning control because our plan is subject to change until the required public hearings have been held and the appropriate conclusions from those hearings reached.

Thank you for your consideration in this matter.

Very truly yours,

H. S. Coulter
State Highway Engineer

Att.

cc Hon. Robert A. Straub
Mr. Max L. Pope, Woodburn City Manager

bc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
C. O. Fredrickson
Rick Kuehn
W. L. Cranford
L. L. George

GNH:sch ia

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 7, 1976

FROM: Gerald W. Wimer Gerald Wimer
REGION CONSTRUCTION ENGINEER

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

SUBJECT: Governor's Assignment 007858
Edward H. Johnson's 9-30-76,
Letter; Woodburn "S" Curve
Hillsboro-Silverton Highway

By October 5, note, you sent the State Highway Engineer's copy of the subject letter with an inquiry "What info do we have?" Subsequently we received the original of the Governor's copy and a cover letter directed to Governor Straub. The request was to "Draft reply, due this office 10-12-76." Ken Bonnen's note requests a rough draft reply by October 11, 1976.

The field survey for this curve was completed November, 1974. It is part of the I-5 Interchange-Boones Ferry Road Section. That overall section was estimated in 1974, to cost $2,100,000, including right-of-way and one traffic signal.

At that time the City of Woodburn was considering not only a slightly different version of the zone change which Mr. Johnson currently writes about, but also a cooperative construction project in which they would have participated financially. City administrators have subsequently changed. The new administrators still request the reconstruction. They have not renewed the cooperative offer.

Our own situation has changed. Prior to July 1, 1976, the Hillsboro-Silverton Highway was a secondary. The 1973 Highway Act required we utilize either Urban or Urban Extension funding. Effective July 1, 1976, this highway was reclassified as a primary. Primary funds can now be utilized. Urban funds can also be utilized at the Settlemeier and Evergreen intersections.

This project was also a District 3 Bond Project but not one scheduled for the first issue.

The "S" curve is now relatively open ground. Every effort should be made to proceed with acquisition or zoning before this area goes commercial. For us to acquire requires an EIS, public hearing, descriptions, appraisals, and funds. Zoning may be able to hold off the commercial pressure for awhile, but we can not expect it to last much longer.

It would be the recommendation of this office that we proceed with the EIS, public hearings and acquisition of right-of-way throughout the section. The project could be stage constructed later.

A rough draft reply for the Governor, is attached. It would also be desirable that we send a letter to the Woodburn Planning Commission. They meet next Thursday night. I have a luncheon engagement with their City Engineer for next Friday, October 15.

There are 63 parcels involved most of them business frontages and backyards or sideyards to homes. Three homes would also be required.

The March 20, 1973, letter of then Administrator of Highways George M. Baldwin to then City Manager Donald D. Stilwell, is called to your attention. A copy is attached. He stated, "We will attempt to obtain any vacant lands needed for additional right-of-way so that when funds are available we can proceed with the project."

GWW/elf

cc: Rick Kuehn
Jim Chaney

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STATE HWY ENGR
OCT 8 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
OCT - 4 1976
Governor's Office

31000

Please prepare draft reply
for Governor's signature
by 10-13
Thank you.

DOT

PLEASE RETURN
ORIGINAL LETTER

September 30, 1976

REGION 2 ENGINEER
RECEIVED
1976
☐ ☐ ☐ RME ☐ RTE ☐ ROE
☐ UTE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

Governor Straub
State Capitol Building
Salem, Oregon

Dear Governor:

The attached letter, together with a petition signed by many concerned citizens residing in close proximity to Highway 214, is brought to your attention.

This section of Highway 214 is the access to the Freeway I-5.

It is hoped that immediate action be started on a re-assessment of this situation.

I do not know if the State Highway Engineer is aware of what is being considered by the Woodburn Planning Commission.

Sincerely,

Edward H Johnson

Edward H. Johnson
1760 Rainier Road
Woodburn, Oregon 97071

RECEIVED
STATE HWY ENGR
OCT 5 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
OCT 5 1976
OFFICE
DIRECTOR of TRANSPORTATION

September 30, 1976

Woodburn City Planning Commission
Woodburn, Oregon

Gentlemen:

The attached Petition, signed by residents living in close proximity to the "S" curve on Highway 214 wish to make known and place on record our objection to construction of any commercial developement on the property on said Highway beginning at the "S" curve, thence west several hundred feet along said Highway, for the following reason:-

> Prior to re-zoning from residential to commercial, if that is granted, and prior to any commercial developement of this property, the dangerous "S" curve should be re-aligned in order to provide a safe and orderly flow of traffic.

The petinners represent only a small percentage of those who would agree that the "S" curve is a potential death trap, a dangerous traffic hazard and that a correction is long overdue.

This highway, as you know is traveled by thousands of vehicles every day going both East and West. In addition to passenger vehicles of all kinds, a large percentage is made up of heavy equipment such as log trucks, freight trucks and trailers, cement mixer trucks, tankers, extra width and extra length Mobile Homes, cattle and produce trucks. School busses, Ambulances, Police cars and Fire Fighting Equipment are subjected delays as well as potential blockage as well as accidents.

It is suggested that serious consideration be given to this Petition and that you will consult with the State Highway Commission which has over a period of years made numerous studies of this hazard.

This submitted by concerned citizens, many of whom can verify numerous accidents of serious nature over a perios of several years. It is fortunate that there have been no fatalities and we pray that there will be none in the future.

Sincerely submitted,

Edward H. Johnson
1760 Rainier Road
Woodburn, Oregon

RECEIVED
STATE HWY ENGR
OCT 5 '76

92[illegible]

L.

STATE OF OREGON
1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

October 11, 1976

Mr. Frank Tiwari
Director of Public Works
City Hall
Woodburn, OR 97071

Dear Frank;

During the discussion of Wednesday, October 6, several items of concern were mentioned as being in need of upgrading or review as to status for future improvement.

I would like to expand on these and ask that our Region 2 Engineer, Charles Fredrickson, contact you or Max Pope, City Manager, and discuss State's ability for financing, City cooperation, zoning, signalization priorities, and related activities to bring the matters current for future planning.

1. Signalization at the intersection of Country Club Way and ORE 214 in the vicinity of Senior Estates.

2. Improvement of the "S" curve on ORE 214 near the Senior Estates and a timetable for public hearings, right-of-way acquisition, and alternate alignments to be considered. The Planning Commission should consider reservation of the area for a possible realignment in this immediate vicinity in their decisions for zoning.

3. Improvement and upgrading of ORE 99E to a four-lane facility providing a continuous left-turn median. The section to be considered lies basically between Mt. Hood Avenue (ORE 214-ORE 211 @ ORE 99E) and Hardcastle Avenue. Signalization was also requested to be considered in any improvement contemplated.

4. ORE 214 at the new Woodburn Senior High School and the possibility or justification of a left-turn refuge and signalization at the intersection. It is my understanding the school is proposed to be opened around early spring of next year and they would like this matter reviewed at the earliest opportunity.

5. Landscaping in the vicinity of the new high school was also mentioned by Dr. Jens Robinson, Superintendent of Schools, and I have discussed this with our Landscape Engineer, Mr. Tom Savage, who will contact Dr. Robinson.

I trust these are the major concerns of the City relative to state highways in your community, and Mr. Fredrickson will be in contact with your offices soon.

Very truly yours,

Donald N. Harwell

Donald N. Harwell
County-City Engineer
Program Management Section

DNH:mm

cc: C. O. Fredrickson

bc: E. S. Hunter
L. W. Rulien

RECEIVED
STATE HWY ENGR
OCT 12 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9740 L.

August 5, 1975

Mr. P. L. Peterson
2261 Country Club Road
Woodburn, Oregon 97071

Dear Mr. Peterson:

Woodburn "S" Curve
Hillsboro-Silverton
Highway (ORE214)

The long awaited improvement of the Woodburn "S" Curve has again been delayed due to financial problems.

The 1973 Legislature authorized the Highway Division to sell $150 million in bonds for needed construction projects, which projects were to be identified by the local Councils of Government. Revision of the Woodburn "S" Curve was included in the District 3 Council of Government list as priority project No. 14.

Since receiving the bond authority from the 1973 Legislature, State revenues have declined and highway construction costs have increased sharply. As a result, the Transportation Commission has sold only the first block of $25 million in bonds and deferred selling the remaining five blocks until the revenue picture improves. This has deferred the project until either the revenue picture improves or the City of Woodburn, in conjunction with the Mid-Willamette Valley Councils of Government, revise their priorities for bond projects to include the Woodburn "S" Curve job under the first $25 million bond sale.

The highway, in the vicinity of the "S" Curve, carries an average daily traffic of about 6,500 vehicles. With this rather high traffic volume, a two-lane facility is considered hazardous when traffic is confronted with the conflicts of left turn movements and pedestrian crossings occurring in that area.

We are hoping the economic picture improves so that the remaining bond issues can be sold. This would provide funds for this project and many other necessary projects which have been deferred.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

ESH:js

bc: F. B. Klaboe
V. D. Wolfe
L. W. Rulien
D. N. Harwell
C. O. Fredrickson

P. L. PETERSON 981-1315
ATTORNEY AT LAW
FAIRWAY PLAZA SHOPPING CENTER
2261 COUNTRY CLUB ROAD
WOODBURN, OREGON 97071

June 27, 1975

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: Woodburn "S" Curve

Dear Mr. Hunter:

Please find enclosed a Xerox copy of a newspaper article appearing in the Woodburn Independent this past week.

As you will note in the article, it indicates that there is nothing planned within the next six years for the improvement of the "S" Curve project.

I refer you to your letter of October 25, 1974 which indicated that the project could be let in the fall of 1975.

Several years ago I had planned to make improvements on the property and tried to cooperate with the Highway Department regarding the straightening or improvement of the "S" curve. Prior to the time for the final council meeting, all that the Highway Department had intended to do was to alleviate the curve and then on the evening in question, came up with an alternate of running through the middle of the property which ended up in the council not granting my zone request until such time as the Highway Department completed the improvement.

I therefore have been patiently awaiting the improvement and as can be expected, the article in the paper was somewhat disheartening. I would appreciate it if you would bring me up to date as to exactly what the situation is and I

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JUN 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

would also appreciate it if you would advise me of what highway officials indicate the curve presents a hazard to traffic and where they obtained this information.

Your continued assistance and cooperation will be greatly appreciated.

Very truly yours,

P. L. Peterson

P. L. Peterson

PLP/cc
Enclosure

cc: Mr. Donald Harwell

P. S. I would also appreciate copies of all correspondence that you send or have with the City of Woodburn regarding this matter if it does not inconvenience your Department.

P. L. P.

Road alignment not in planning

Plans for realignment of a curve east of Princeton Road on Highway 214 in Woodburn have been completed but no work will be done on the proposal until local priorities for highway money are changed to accommodate the project, said Donald Harwell of the project management section of the Highway Division.

Harwell said the project is not included in funding from state highway bond sales for the next six years. However, the city government is in the process of altering priorities.

City Planner Rick Wilson said contacts are being made with the Mid-Willamette Valley Council of Governments (COG) to have the project reviewed for inclusion in funding proposals for highway work in the Woodburn area.

Highway officials said the curve presents a hazard to traffic. The highway makes a sharp turn and is bounded on both sides by deep ditches.

October 25, 1974

Mr. P. L. Peterson
Attorney at Law
2261 Country Club Road
Woodburn, Oregon 97071

Dear Mr. Peterson:

Woodburn "S" Curve

The proposed bond project for improvement of Oregon Highway 214 at the "S" curve between Settlemier Street and Interstate 5 is proceeding in an orderly manner.

The field location survey is nearly complete and is estimated to be submitted to the Salem Office early in November 1974. It will be necessary to hold a hearing on the project, which is tentatively scheduled for February 1975. Following the hearing, the location will be adopted by the Transportation Commission and right of way acquisition can begin. It is estimated that right of way acquisition can be completed by midsummer 1975 and the project be ready for construction with funds from the second $25 million bond issue. If the project continues as outlined, the contract could be let in the Fall of 1975.

If you have any specific questions with regard to the project, I would suggest you contact C. O. Fredrickson, Regional Engineer, 205 East Salem Highway Building, Salem, telephone 378-2626, who is in charge of the location survey that is nearly complete.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:js
bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
L. W. Rulien
H. S. Cox
C. O. Fredrickson

P. L. PETERSON
ATTORNEY AT LAW
FAIRWAY PLAZA SHOPPING CENTER
2261 COUNTRY CLUB ROAD
WOODBURN, OREGON 97071

TELEPHONE (503) 981-1315

October 3, 1974

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: Woodburn "S" curve

Dear Mr. Hunter:

On December 6, 1973, I received a letter from you in response to an inquiry concerning the improvement of Oregon Highway 214 near the vicinity of the "S" curve between Settlemier Street and I-5.

At that time you had sent me an aerial mosiac depicting your Department's thoughts on straightening the curve.

The City of Woodburn was quite concerned about the development and gave approval of the proposal. Since that time I have heard nothing further regarding the improvement. Inasmuch as I have had numerous inquiries regarding development of the property proposed for use and since I am at a standstill with the City until such time as the Highway Department does something, I would appreciate your writing me relative to the present status of the proposed improvement.

Very truly yours,

P. L. Peterson

P. L. Peterson

PLP/cc

Wolfe - status pl
E.S.H.
by R

RECEIVED
OCT 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Senior Estates Golf & Country Club

1765 COUNTRY CLUB ROAD
WOODBURN, OREGON 97071

Phone: 981-0188

December 17th, 1973

The Mayor and City Council
City of Woodburn
550 Noth First Street
Woodburn, Oregon 97071

COPY FOR: Mr. E.S.Hunter
Asst State Hiway Engineer

SUBJECT: Opposition to Signalization of the proposed Highway 214 - Princeton - Cascade Intersection.

NOTED
E. S. HUNTER

Gentlemen:

We have in hand photocopies of a mosaic and a letter which clearly indicate that the State proposes an improvement in ORE214 between Settlemier and I-5; that is, the re-alignment and easing of the "S" curve near the unaligned streets of Princeton Road and Cascade Drive and, further, establishing extensions of Princeton and Cascade to create direct alignment WITH SIGNALIZATION.

We offer no objections to this highway curve-straightening improvement as such, but we do submit this as our strenuous objection to signalization at that location when, only a few hundred yards westward, on ORE214 at the intersection with Country Club Road - Oregon Way, there exists an intersection that we estimate has in excess of twenty times the vehicular traffic for entry, exit, and crossing. The bicycle and pedestrian use at ORE214-Ctry Club Rd-Oregon Way will certainly show an even greater preponderance percentagewise.

The signalization of the ORE214-Ctry Club Rd-Oregon Way intersection has been, is, and will continue to be an ever-expanding and persistently definite requirement, based on all forms of traffic and upon any logical study and understanding of safety, utilization, volume, usage and every other measure that might be appropriate. In any reasonable view, this intersection-crossing, by comparison, merits immediate signalization, in the public behalf, based overwhelmingly on any accepted analysis. In other words, we feel the proposed signalization is a thorough waste of State Funds compared to the crying need only a few hundred yards westward. We feel any available, foreseeable or acquired funds for signalization should be denied to the proposed "S" curve area in order to contribute to the area of proven need.

It may be helpful to you, and the State Highway Division, to review a few of the elements involved as we see them; to wit:

A. COMMERCIAL: Adjacent to ORE214-Ctry Club Road-Oregon Way, in Fairway Plaza, are twenty-one(21) active businesses

"The Northwest's Fabulous Community for Active Retirement"

serving the west side of town, plus another half-dozen outside the shopping center, whereas one(1) only (independent gasoline station) exists at the proposed site and this may well be eliminated in the curve straightening process. Traffic generating because of the shopping center, adjacent businesses and the apartment complexes can be measured by vehicle counters and compared accordingly with the proposed signal site where we feel certain any tallies will be quite insignificant by comparison.

B. CROSS TRAFFIC:ON ORE214: We are unable to visualize any significant volume of traffic of any kind crossing at the proposed Princeton-Cascade site. There are no commercial businesses nor multi-family residences either north of south of the proposed site to create a pattern other than light irregular sporadic traffic. Contrary to this, northbound and southbound traffic across ORE214 at Country Club Road-Oregon Way is substantial (vehicular, bicycle and pedestrian). ORE214 bisects the denser west side of Senior Estates hence substantial traffic is generated during daylight and evening hours, including commercial vehicular traffic. In addition, adjacent to ORE214 in this immediate area, are two very large (one uncompleted) multi-story apartment-condiminium complexes to create ever-expanding traffic loads at the ORE214-Ctry Club Road-Oregon Way intersection. Nothing remotely similar exists at the proposed signal site.

C. ENTRY AND EXIT TRAFFIC: The same extreme difference exists between the two sites as to left and right turn traffic. From Cascade Drive, south side residences use Hayes Street enroute to the downtown area, not ORE214. Left turn traffic from Cascade to I-5 and the shopping areas currently appear to use Hayes Street and Oregon Way, or on occasion Evergreen Road. From Princeton, downtown traffic will use the proposed site advantageously, as now, but those bound for I-5 or the shopping center currently appear to concentrate on using Country Club Road from the north and Rainier Road from the east above ORE214. Other examples, we feel, will strengthen these conclusions.

D. TRAFFIC THROUGH RESIDENTIAL AREAS: The proposed signalization could be expected to divert a portion of the traffic from north of ORE214, by those desiring the protection of signals, to the proposed signalized site. If this diverted portion is more than minor, the residential areas of Princeton Road and especially Rainier Road will be plagued with increased vehicular traffic to the hazard and detriment of the residents, walkers and bikers, a situation never contemplated. Oregon Way and especially Country Club Road were foreseen and designed as logical traffic arteries.

E. FUNDING AND FUTURE FUNDING OPPORTUNITIES: If available funds for signalization, now or later, are expended or assigned to the proposed site (ORE214-Princeton-Cascade) we feel certain this will eliminate or seriously delay any opportunities in the foreseeable future for the NECESSARY signalization at ORE214-Ctry Club Road-Oregon Way. Signalization at two locations, in one general area, thereby interfering with through traffic on ORE214 cannot be accepted as even a remote possibility.

We urge the City of Woodburn to concur in the "S" curve straightening of ORE214 but to offer clear City opposition to signalization at that site, with any funding opportunities to be assigned, diverted and dedicated to alleviating the serious problem at ORE214-Country Club Road-Oregon Way as outlined in this letter and for the reasons given. Your active agreement with our conclusions and appropriate expressions accordingly to the State Highway Division should eliminate any need for the petitioning process at this time.

Respectfully,

SENIOR ESTATES GOLF & COUNTRY CLUB, Inc.,
For the Board of Directors:

Harry W. Leiser, Director and
Chairman, Planning & Rules Committee

Copy to:

Mr. E.S. Hunter
Assistant State Highway Engineer
State Highways Building
Salem, Oregon

RECEIVED
DEC 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1210 L.

December 6, 1973

Mr. P. L. Peterson
Attorney at Law
2249 Country Club Road
Woodburn, Oregon 97071

Dear Mr. Peterson:

In reply to your inquiry of December 3, enclosed is a copy of an aerial mosaic depicting our thinking on the improvement of ORE214 in the vicinity of the "S" curve between Settlemeier and I-5.

The alignment, as shown, was adopted because it will provide for an efficient movement of traffic through the area as well as solve traffic circulation problems inherent with offset intersections. The proposed new intersection will be signalized and the proposal will allow for left-turn movements without restricting through traffic. The City of Woodburn is aware of this proposal and I am advised that they concur.

Because of the energy crisis and the resultant uncertainties of funding, it is not possible to give a positive answer on when the project will be implemented. If the funding picture improves, it is possible that this project will be considered for immediate improvement.

If you have further questions, please do not hesitate to contact Mr. Victor Wolfe, Location Engineer, in Salem.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment
WHT:mc jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
H. S. Cox
C. O. Fredrickson

P. L. PETERSON
ATTORNEY AT LAW
FAIRWAY PLAZA SHOPPING CENTER
2249 COUNTRY CLUB ROAD
WOODBURN, OREGON 97071

TELEPHONE 981-1315
981-0762

December 3, 1973

Mr. E. S. Hunter
Assistant State Highway Engineer
Room 132
State Highway Building
Salem, OR 97310

Re: Woodburn - State Highway #214
"S" Curve between Settlemier and
I-5 Freeway - East and West

Dear Mr. Hunter:

In regard to the above, I am requesting by this letter a response from your office relative to the following:

A. What specific improvement will be made?

B. When will the State improve subject highway?

It is imperative that I have this information on or prior to December 10 so that I can submit it to the Council who quite apparently feel they can do nothing with my property until the State answers the above questions.

Very truly yours,

P. L. Peterson

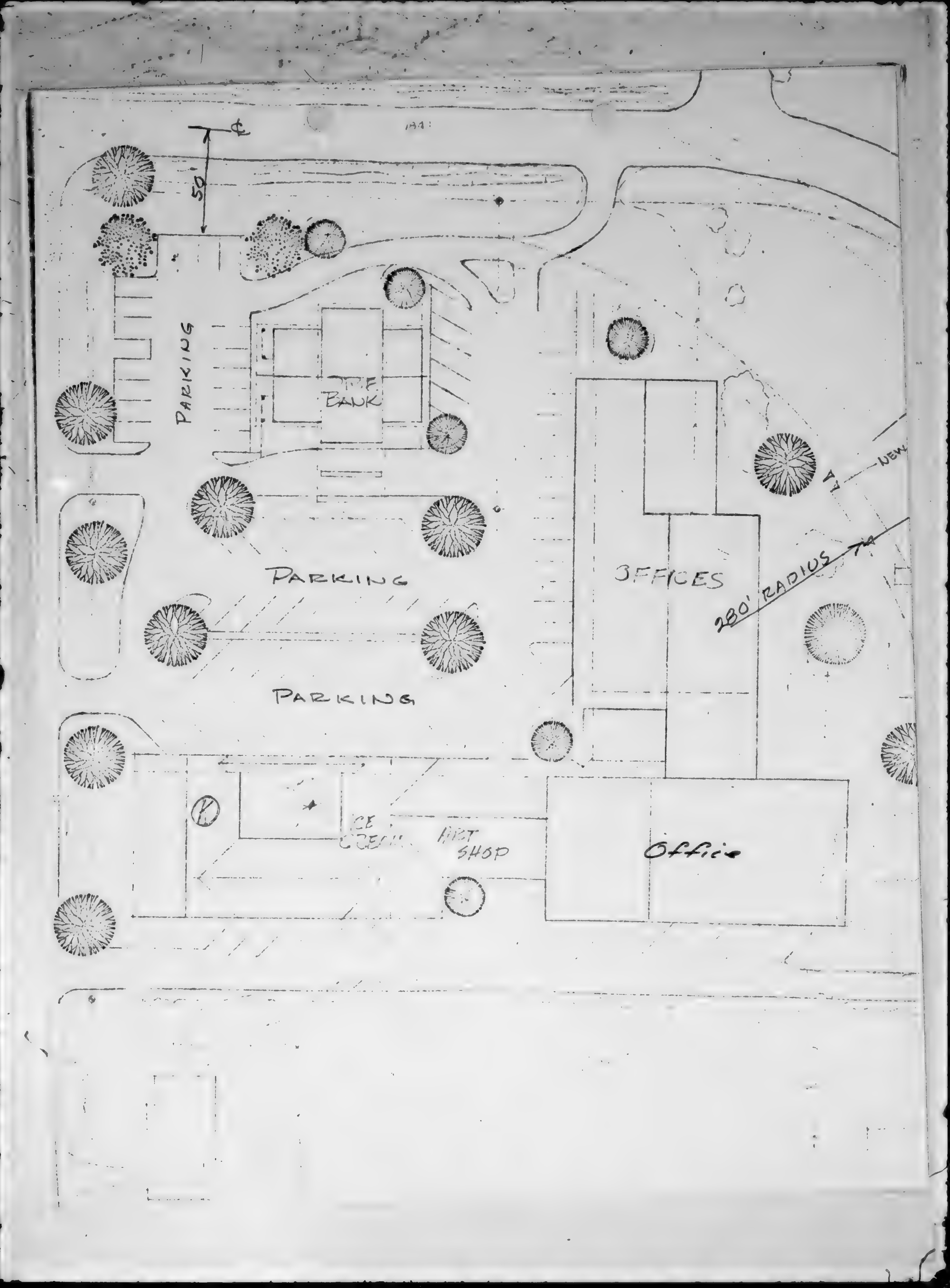
P. L. Peterson

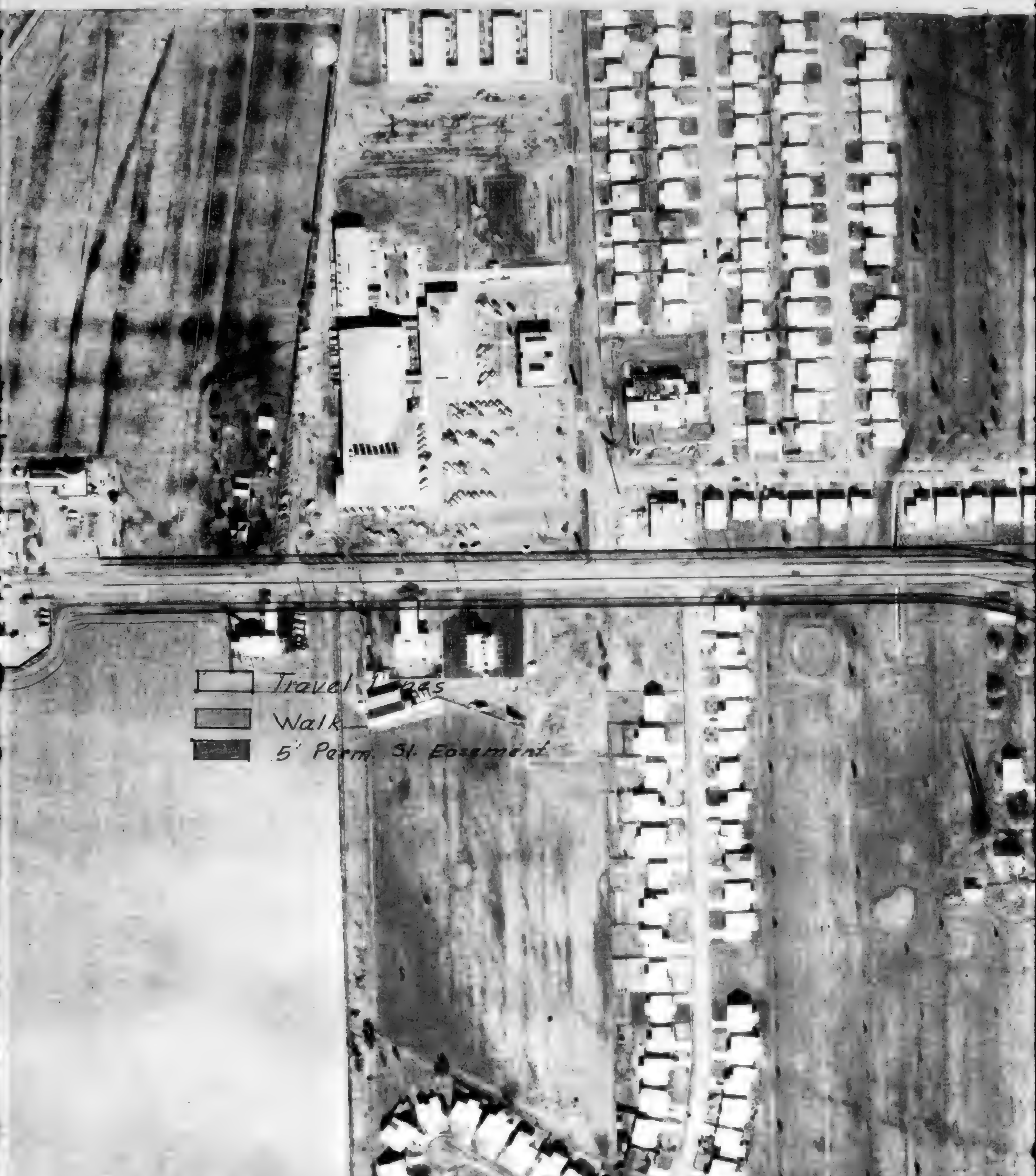
PLP/ cc

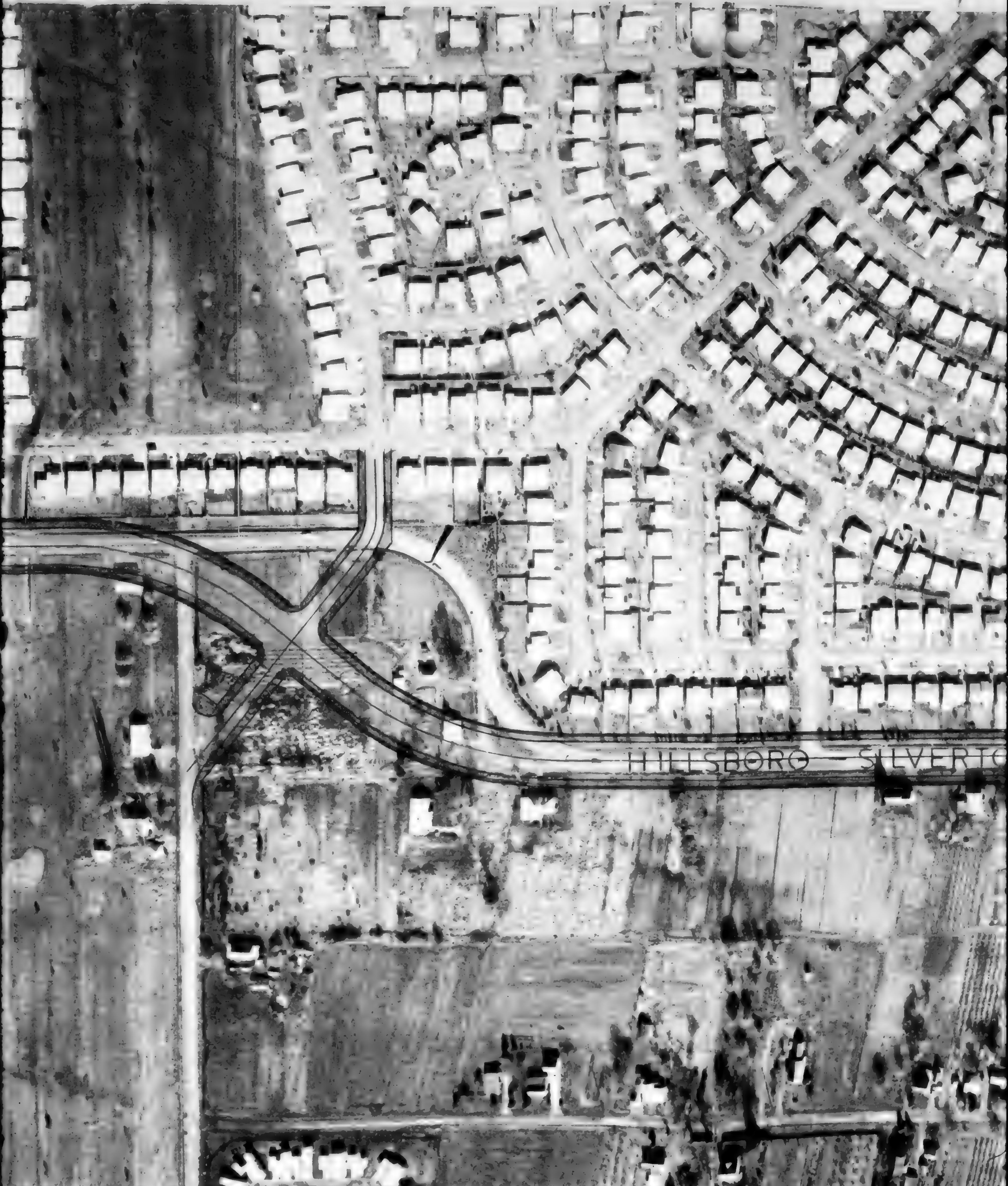
cc: Mr. Harwell

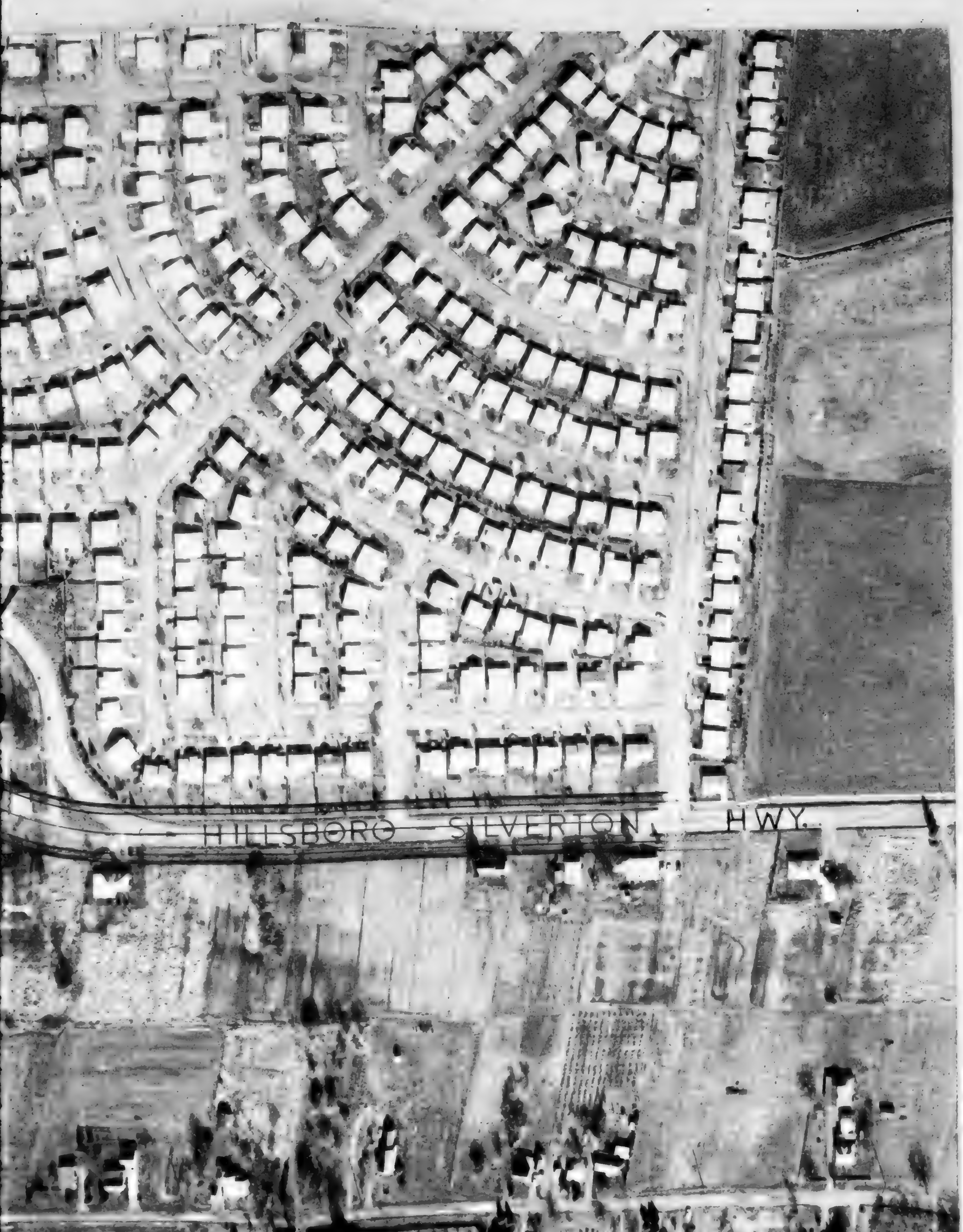
RECEIVED
DEC 3 1973
LOCATION
SECTION

Ans. by Dec. 6


℄
50
PARKING
THE BANK
PARKING
PARKING
OFFICES
280' RADIUS
NEW
ICE CREAM
ART SHOP
Office


Travel Lanes
Walk
5' Perm. Sl. Easement


HILLSBORO SILVERTO


HILLSBORO SILVERTON HWY.

9.10

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: I-5 Interchange - Boones Ferry Road
Highway: Hillsboro-Silverton (FAR 102)
County: Marion
Prefix: 124-1451

Res. Engr. J. Chaney
Approx. Length 1.0± mile
~~Sta.~~ M.P. 36.89± to ~~Sta.~~ M.P. 37.97±
Date December 3, 1973

Mean Truck A.D.T. 448
Traffic Coefficient 8.7
18 kip s. a. per day 97.2

Annual Precipitation 37"± (Aurora)
Frost Penetration - - - -
CBE Total Requirement 19.5"

(1)
Typical Soil

31	LL
8	PI
100	%P 10
83	%P 200
0	% Gravel
4	% C Sand
13	% F Sand
62	% Silt
21	% Clay
5	R Value
A-4	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
---	1.0	A.C.W.C.
4.0	2.0	A.C. (F.A.)
---	1.0	A.C.W.C.
4.0	2.0	A.C.W.S. (I.)
22.0	11.0	A.C.B.
30.0	17.0	

NOTED
E. S. HUNTER

STRUCTURAL SECTION
NEW WORK

1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)(Final Application)
2.0" of Asphaltic Concrete (Final Application)
1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)
2.0" of Asphaltic Concrete Wearing Surface (Immediate)

11.0" of Asphaltic Concrete Base

(1)
Clayey Silt

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: I-5 Interchange - Boones Ferry Road
Highway: Hillsboro-Silverton (FAR 102)
County: Marion
Prefix: 124-1451

Res. Engr. J. Chaney
Approx. Length 1.0± mile
~~Sta.~~ M.P. 36.89± to ~~Sta.~~ M.P. 37.97±
Date December 3, 1973

Mean Truck A.D.T. 448
Traffic Coefficient 8.7
18 kip s. a. per day 97.2

Annual Precipitation 37"± (Aurora)
Frost Penetration - - - -
CBE Total Requirement 29.5"

(1)

Typical Soil

LL
S PI
E %P 10
E %P 200
% Gravel
P % C Sand
A % F Sand
G % Silt
E % Clay
R Value
1 AASHO Classif.

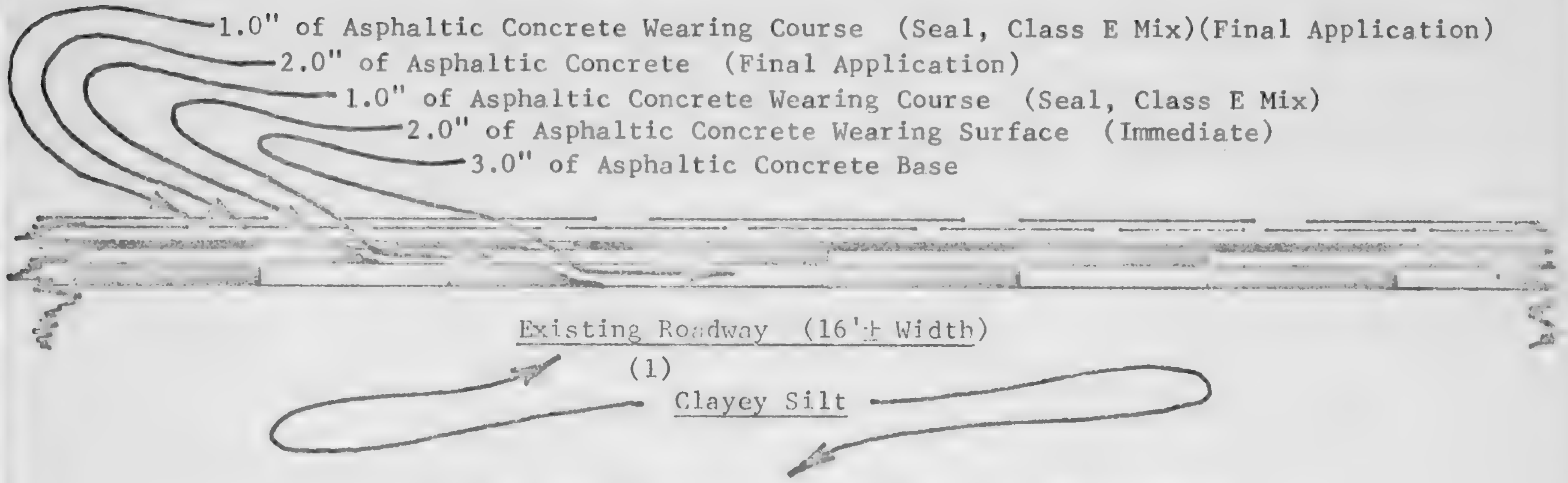
Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
	1.0	A.C.W.C. (F.A.)
	2.0	A.C. (F.A.)
	1.0	A.C.W.C.
	2.0	A.C.W.S. (I.)
	3.0	A.C.B.
	OVER EXISTING PAVEMENT	
*		

STRUCTURAL SECTION

EXISTING ROADWAY (Where Utilized)


1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)(Final Application)
2.0" of Asphaltic Concrete (Final Application)
1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)
2.0" of Asphaltic Concrete Wearing Surface (Immediate)
3.0" of Asphaltic Concrete Base
Existing Roadway (16'± Width)
(1)
Clayey Silt

* Overlay depth determined by deflection measurements.

See Remarks on Page 3.

Submitted by ______
Base Design Engineer

Recommended by ______
Engineer of Materials and Research

Recommended by ______
Location Engineer

Approved by ______
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
DEC 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SECTION: I-5 Interchange - Boones Ferry Road

HIGHWAY: Hillsboro-Silverton (FAR 102)

COUNTY: Marion

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	A.C. Base	*Aggregate Base*	1.0"-0 *Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	2.0"	6.0"	---	9.5"	25.5"	17.5"
6.0 - 7.0	3.0"	---	---	16.0"	22.0"	19.0"
4.8 - 6.0	2.0"	---	---	14.5"	18.5"	16.5"
Cars Only	2.0"	---	---	9.5"	13.5"	11.5"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 7.5 and a C.B.E. Requirement of 25.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0 " Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8 " Aggregate Base
1.0" Cement Treated Base = 1.8 " Aggregate Base
1.0" Oil Mat = 1.1 " Aggregate Base
1.0" Aggregate Subbase = 0.8 " Aggregate Base
1.0" Lime Treated Subgrade = 1.0 " Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: I-5 Interchange - Boones Ferry Road

HIGHWAY: Hillsboro-Silverton (FAR 102)

COUNTY: Marion

6200 Present ADT (1974)

5.2 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	210	1.75	368	289	450	130,050
3	55	1.75	96	76	1000	76,000
4	15	1.75	26	21	1250	26,250
5	45	1.75	79	62	3180	197,160
6	0	----	--	--	2570	- - - -
				448	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 429,460

TWENTY YEAR EWL 8,589,200

TRAFFIC COEFFICIENT 8.7

SECTION: I-5 Interchange - Boones Ferry Road
HIGHWAY: Hillsboro-Silverton (FAR 102)
COUNTY: Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
   Remarks:
5. Cost Comparisons: None made. See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil, A.C., and P.C.C.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

Traffic does not warrant the use of C.R.P.C.C.

9240

L.

April 27, 1973

Mr. Donald D. Stilwell, City Manager
City of Woodburn
550 N. First Street
Woodburn, Oregon 97071

Dear Mr. Stilwell:

In your April 11, 1973 letter you suggested we should make the necessary surveys to establish future alignment and right of way requirements on the section of the Hillsboro-Silverton Highway between Interstate 5 and Woodburn.

We recognize the importance of your suggestion but are unfortunately caught at the beginning of the construction season which requires all of our available manpower. I have, however, in an effort to obtain enough information with which to make projections, requested our Photogrammetry Section to map the area by aerial methods. Their workload is also rather heavy and this project will have to take its place in their listing of projects. With luck we should be able to establish some of the right of way requirements by late fall at which time we will supply you with the information.

We appreciate your offer of the City establishing building set-back criteria which would conform to our future requirements.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:Jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
C. O. Fredrickson

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 24, 1973

SUBJECT:

To: Mr. F. P. Jeter
Photogrammetric Engineer

Please take steps to map with 2-foot contour interval and spot pavement elevations that section of the Hillsboro-Silverton Highway between I-5 and the west end of the Pacific Highway-Boones Ferry Road Section.

We will need mapping of adequate width to determine rights of way for a 4-lane section.

This should not take precedence over construction cross sections but should be accomplished at your earliest convenience in line with other priority items.

Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter ✓
G. C. Wills
C. O. Fredrickson

RECEIVED
APR 25 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1889

CITY OF WOODBURN

550 North First Street · Woodburn, Oregon 97071 · 981-9115

Office of the City Manager

11 April 73

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

RECEIVED
APR 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Dear Mr. Baldwin:

In your letter of 30 March 73 in regards to realignment of ORE 214 in the vicinity of Senior Estates Woodburn, you indicated a willingness to secure vacant lands needed for additional right-of-way. The City of Woodburn urges you to pursue the acquisition of needed right-of-way as this immediate area is principally vacant at this time but destined for significant development in the very near future.

The City would also like to request that the State establish future alignment of the highway and future right-of-way requirements. If this information can be provided in the very near future it may be possible for the City to establish building set-back criteria which would conform with these future requirements. Additionally, the City would be in a position to notify the State of any required properties for sale or for which building activities are planned. There currently is one property for sale adjacent to the curve which may be involved in the future alignment.

Your favorable consideration of our request will be appreciated.

NOTED
A. E. JOHNSON

Sincerely,

Donald D. Stilwell

Donald D. Stilwell,
City Manager

DDS:rs

Vic 4-19-73
Ok. R/W soon and begin work requests
EDH

RECEIVED
STATE HWY ENGR
APR 13 '73
REFER TO
FOR

RECEIVED
APR 12 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

9270

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 30, 1973

Mr. Donald D. Stilwell
City Manager
550 N. First Street
Woodburn, OR 97071

Dear Mr. Stilwell:

Recently the Woodburn City Council requested consideration for realignment of ORE214 in the vicinity of the Senior Estates.

The 1971 ADT on this highway was 4,900 just west of I-5 and 6,300 just west of Boones Ferry Road. Through the "S" curve the volume was about 5,600. The reverse curve extends from M.P. 37.33 to M.P. 37.48. During 1971 and 1972 there was but one reported accident in this section. This involved property damage only. The 1972 accident rate was 3.26 accidents per million vehicle miles, which is slightly below the average rate for suburban secondary state highways.

It is estimated that the cost for improving the entire section would be $450,000, and for the reverse curve only, $200,000. These costs are for a five-lane section and does not include right-of-way. The present right-of-way is 60 feet; therefore, additional rights-of-way would be required for any improvement.

We agree that the above project is worthwhile and needed; however, at this time we are unable to finance it. We will attempt to obtain any vacant lands needed for additional right-of-way so that when funds are available we can proceed with the project.

Sincerely,

NOTED
E. S. HUNTER 4-11-73

George M. Baldwin
Administrator of Highways

Vic
Please follow up on the last sentence
ESH

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. B. Boyd
L. E. George
H. S. Cox
C. O. Fredrickson

EG:njc/AEJ:ja kw

[illegible] Considered

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
March, 1973

TWO-YEAR ACCIDENT RECORD
Hillsboro-Silverton Highway
Pacific Highway to Boones Ferry Road
Woodburn

Year	Month - Hour		Mile Point	Collision Type	Persons Injured
1971	March	12N	36.74	Turning	0
	December	8P	37.10	Turning	0
	February	5P	37.11	Turning	0
	August	1P	37.11	Turning	0
	December	12N	37.16	Rear-End	1
	May	2P	37.82	Rear-End	2
1972	November	6P	36.74	Turning	0
	January	8P	36.74	Turning	0
	September	5P	36.74	Turning	0
	October	6P	36.74	Turning	0
	June	6P	36.90	Rear-End	0
	November	1P	36.96	Rear-End	0
	September	7P	36.05	Turning	2
	June	1P	37.10	Turning	0
	January	10A	37.16	Angle	1
	August	5P	37.27	Turning	2
	February	1A	37.38	Head-On	0
	March	4P	37.62	Rear-End	3
	September	1P	37.86	Turning	1
	November	3P	37.87	Turning	0

AEJ - R/D
for GMB
2-20

1889

CITY OF WOODBURN

550 North First Street Woodburn, Oregon 97071 981-9115

Office of the City Manager

15 February 73

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Re: Possible Cooperative Project
"S" Curve, Senior Estates
Vicinity Hillsboro-Silverton
Hwy. No. 140 (Ore 214)
City of Woodburn

Dear Mr. Baldwin:

Regarding correspondence from your letter concerning the subject section of the highway, please be informed of the following:

This matter was referred to the City Council at their last session. There was some concern over the propriety of expending City monies to realign a State Highway.

The City finds itself in the position of having an empty pocketbook while recognizing that if the present alignment is left there will be a slowing of traffic on an important arterial. Recognizing the critical need for realignment, the Council has directed that I contact you and see what you project as the total cost of realignment and the minimal contribution you would consider from the City.

Time is of the essence. The affected property is now vacant or nearly so.

Very truly yours,

Donald D. Stilwell

Donald D. Stilwell,
City Manager

DDS:rs

RECEIVED
STATE HWY ENGR
FEB 21 '73
REFER TO
[illegible]
FOR

Info	Inves	RID	DIR	Signa	Act	File
		✓				

RECEIVED
FEB 16 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
FEB 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3-19

9290

L.7

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February ~~9~~, 1973

SUBJECT: Possible Coop. Constr.-Finance Project
"S" Curve, I-5 to Boone Ferry Rd. Section
Hillsboro-Silverton Hwy. #140 (ORE 214)
City of Woodburn

To: Mr. E. S. Hunter ✓
Assistant State Highway Engineer

BUILDING

A long time matter of concern to State and City is the subject section of ORE 214 in Woodburn.

Copies of various correspondence are enclosed for your information, including the latest letter, February 1, 1973, indicating that financing of such a project is not feasible at this time.

The City has requested an estimate for improving this section of highway so they would be in a better position to determine their participation commitment.

In April, 1966, an estimate for the I-5 to Boones Ferry Road Section was $300,000, based on a 48-foot curbed section. The 1972 ADT is approximately 6,000+, and on the basis of present costs, it would appear only appropriate that the estimate be a minimum of $500,000 for a 60-foot or wider section.

In view of the above, is it your desire to update the overall section, or perhaps concentrate on an improvement of just the "S" curve portion.

In either instance, the City would like a reply as to current cost estimates. May I hear from you in this regard. This matter was subject of recent correspondence with Messrs. A. E. Johnson, C. T. Keasey, and G. W. Wimer.

H. S. Cox
County-City Engineer

By

D. N. Harwell
Assistant Engineer

Don. 2-20-73

Suggest waiting and update entire section. Your 2-1-73 letter points up the circumstances very well.

DNH:mm Ed
Enc.

cc: A. E. Johnson

2-20-73
original & attaachments
to Harwell

RECEIVED
FEB 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7290

bc: A. E. Johnson
R. L. Schroeder
Victor Wolfe
C. T. Keasey
J. B. Boyd
C. O. Fredrickson

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
STATE HWY ENGR
FEB 2 '73
REFER TO
FOR
Info | Wes | DD | DR | Sign | Act | File

February 1, 1973

City of Woodburn
City Hall
Woodburn, Oregon 97071

Attention: Mr. Donald Stilwell
Manager

RE: Possible Cooperative Project
"S" Curve, Senior Estates Vicinity
Hillsboro-Silverton Hwy. No. 140 (ORE 214)
City of Woodburn

Gentlemen:

NOTED
A. E. JOHNSON

Based on previous correspondence and discussion regarding the City's request for improving the subject section of highway, please be informed of the following.

This matter has been discussed with the Administration and I am advised that we are not in a position at this time to finance such a job. There are two important financial factors that have a considerable effect on our job programing; namely, (1) the Federal Government has not at this time passed a highway financing bill to cover the period beyond the end of this fiscal year; and (2) there are proposals in the State Legislature for possible bonding for highway improvements.

The idea of a 50/50 or 75/25 shared cost project should be considered; however, its priority would have to be reviewed along with many other requests that we have. There appears no way in which we could undertake such a project this coming summer, but we would be pleased to place this request on our listing of such projects and to review your request next fall when we will be in a better position to know our financial capabilities.

Very truly yours,

George M. Baldwin
Administrator of Highways

By D.N. Harwell

D. N. Harwell, Assistant Engineer
County and City Section

DNH:mm

RECEIVED
STATE HWY ENGR
JAN 31 '73
REFER TO
FOR
Info | Invs | R/D | D/R | Sign | Act | File

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 31, 1973

SUBJECT: Pacific Hwy.-Boones Ferry Road Section
Hillsboro-Silverton Highway

To: J. B. Boyd, Region Engineer
ATTN: G. W. Wimer

FROM: CT Keasey
C. T. Keasey
Construction Engineer

Your letter of January 24, 1973 to Mr. Johnson concerning the request from the City of Woodburn for a possible co-op project on the subject section has been referred to me for reply.

I have discussed this matter with Don Harwell of the County City Section and it appears to be a worthwhile project. Mr. Harwell will respond to the City indicating an offer for a future co-op project if the City wishes. Timing of such a project would depend on satisfactory conclusion of a construction-finance agreement, and, of course, availability of funds, both State and City.

Since the City has apparently obligated itself deeply to finance current projects, it does not appear that we should do anything toward a full survey authorization at least until the financing can be settled, which may be several years away.

CTK:fw

cc: A. E. Johnson
Don Harwell
Victor D. Wolfe

A. E. JOHNSON

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 24, 1973
Salem, Oregon

SUBJECT: Woodburn Senior Estates Section
Hillsboro-Silverton Highway

To: A. E. Johnson
ASST. STATE HIGHWAY ENGINEER

Woodburn City Manager, Donald D. Stilwell, has recently written the County-City Section. There have been earlier requests. His current request to this office, dated January 9, 1973, is attached.

He wants us to improve the "S" curve abutting Woodburn Senior Estates on the Pacific Highway-Boones Ferry Road Section. We should do so. Funds have not been available.

We are currently constructing easterly of Boones Ferry Road. The Woodburn Interchange-Hayesville Section of the Pacific Highway will improve the interchange. These construction efforts have tied down each end of the section to where ultimately we have no choice but to improve it.

It is, therefore, recommended we tell Mr. Stilwell we will proceed with the survey. When it is complete, a review can be made with the City as to how it can be financed. Informally, Mr. Stilwell has offered some cooperative funds.

For your convenience, attached is a sketch map.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

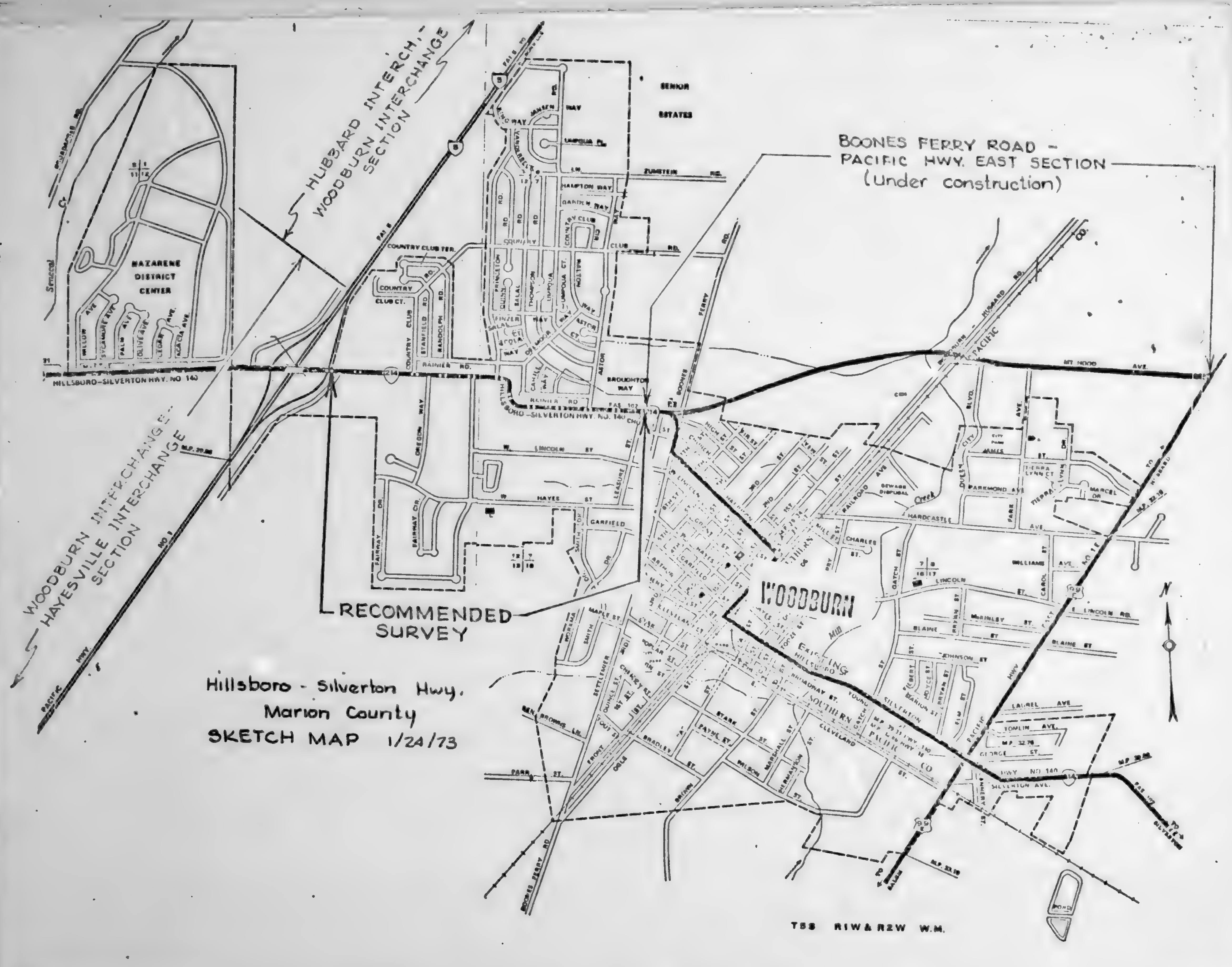
cc: Vic Wolfe
H. S. Cox

RECEIVED
STATE HWY ENGR
JAN 25 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Routing
K Keasey
Bond
Walker
Johnsen
RECEIVED
JAN 29 1973
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

A. E. JOHNSON



Hillsboro - Silverton Hwy.
Marion County
SKETCH MAP 1/24/73

HUBBARD INTERCH.- WOODBURN INTERCHANGE SECTION
WOODBURN INTERCHANGE - HAYESVILLE INTERCHANGE SECTION
BOONES FERRY ROAD - PACIFIC HWY. EAST SECTION (under construction)
RECOMMENDED SURVEY
WOODBURN
NAZARENE DISTRICT CENTER
SENIOR ESTATES
HILLSBORO-SILVERTON HWY. NO 140
PACIFIC HWY. NO. 1
Existing
MT. HOOD AVE.
BOONES FERRY RD.
N
T5S R1W & R2W W.M.

RECEIVED
JAN 12 1973
FOR

Con 21

bc: F. B. Klaboe
R. L. Schroeder
L. E. George

Hills - Sil
Sec

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 11, 1973

City of Woodburn
City Hall
Woodburn, Oregon 97071

Attn: Mr. Donald D. Stilwell
City Manager

Re: "S" Curve on Hillsboro-Silverton
Highway (ORE 214) and Crosswalk,
ORE 214 @ Oregon Way

Gentlemen:

Thank you for your letter of January 8 regarding highway matters of concern to Woodburn.

As indicated to you at the Intergovernmental meeting of January 3, the records of the "S" curve on the Hillsboro-Silverton Highway (ORE 214) have been reviewed and negotiations have stopped. In 1969, the State attempted to acquire the property with an offer of $7,500; however, the owner asked for $20,000. Due to this negotiation and indefinite construction plans for this section of highway, the matter was dropped.

The matter of the crosswalk at ORE 214 and Oregon Way was discussed with the Assistant District Engineer, and it was indicated that this also is a matter of past discussion and correspondence. It is requested, by copy of this letter, that the District Engineer or his representative meet and review this matter with you and determine what can mutually be accomplished.

Both matters will be reviewed and you will be hearing from us in the near future as to State's position.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. N. Harwell

D. N. Harwell
Assistant Engineer
County and City Section

NOTED
R. L. SCHROEDER

RECEIVED
JAN 11 1973
Office of
Assistant State Highway Engineer

DNH:ljt
cc: D. H. Moehring
J. B. Boyd
F. B. Lacey

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CITY OF WOODBURN

550 North First Street • Woodburn, Oregon 97071 • 981-9115

Office of the City Manager

9 January 1973

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REGION 2 ENGINEER
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☐ RE ☐ RCE ☐ RMR ☐ RTE
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Mr. J. B. Boyd
Regional Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Boyd:

Thank you for taking time to come to the City of Woodburn to explain the State's position on the proposed signalization of Lincoln Street and Highway 99E.

Recall, I asked if you would view the "S" curves between I-5 and the Highway 214 bypass. I would be most interested in hearing your comments on these two curves. At the present time there is only the one small inexpensive house that would be affected by straightening the curves. It appears now is the time to correct the bottleneck that will undoubtedly occur when the bypass is completed.

This highway is the main arterial to Woodburn from I-5. I feel that it is imperative that every effort be made to alleviate the problem that will only grow worse.

The City is very interested in seeing this problem corrected before it gets worse. Possibly there could be some way that the City and State could correct the situation through a joint effort.

Please advise me as to your thoughts about the problem and any possible solutions.

Sincerely,

Donald D. Stilwell

Donald D. Stilwell,
City Manager

DDS:rs

Woodburn
Gr

CITY OF WOODBURN
550 North First Street * Woodburn, Oregon 97071 * 981-9115

Office of the City Manager

8 January 1973

Mr. Donald N. Harwell
County-City Section Hwy. Division
405 State Highway Building
Salem, Oregon 97310

Dear Mr. Harwell:

Thank you for attending the monthly Intergovernmental Coordinating meeting in Woodburn. Your attendance helps the City to maintain a closer working relationship with the State.

The City has two problems in which your department may be able to assist us. This office, the Mayor and the Council, all receive numerous complaints about an allegedly dangerous situation at the intersection of Hwy. #214 and Oregon Way. I have checked the intersection and find it difficult to cross from one side of #214 to the other while in a vehicle and very hazardous to do so while walking. A pedestrian walkway and a flashing light might lessen the danger.

The second concern is with the "S" curves between the new bypass being constructed on #214 and I-5. At the present time it appears that only one small inexpensive dwelling would be affected by straightening out the bad curves. With the new #214 bypass facilitating traffic flow it seems strange that a bottleneck would be allowed to remain. I would very much appreciate hearing your comment re the State proposal for this curve.

Bypass

Again, thank you for your attendance at the monthly Intergovernmental Coordinating Committee meeting.

Very truly yours,

Donald D. Stilwell
Donald D. Stilwell,
City Manager

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COUNTY & CITY SECTION
JAN 9 1973
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STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY	OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES	CONSTRUCTION CONTRACTS
ARRANGEMENT OF RECORDS	BY CONTRACT NUMBER
INDEX	

INDEXING BEGINS WITH : 9268 (1980) ENDS WITH 9290 (Cont'd on R224) (1980

FLASH CARDS:

REMARKS:

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X	223	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 29th DAY OF September 1992 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan A. Cokeley

SIGNATURE OF CAMERA OPERATOR